



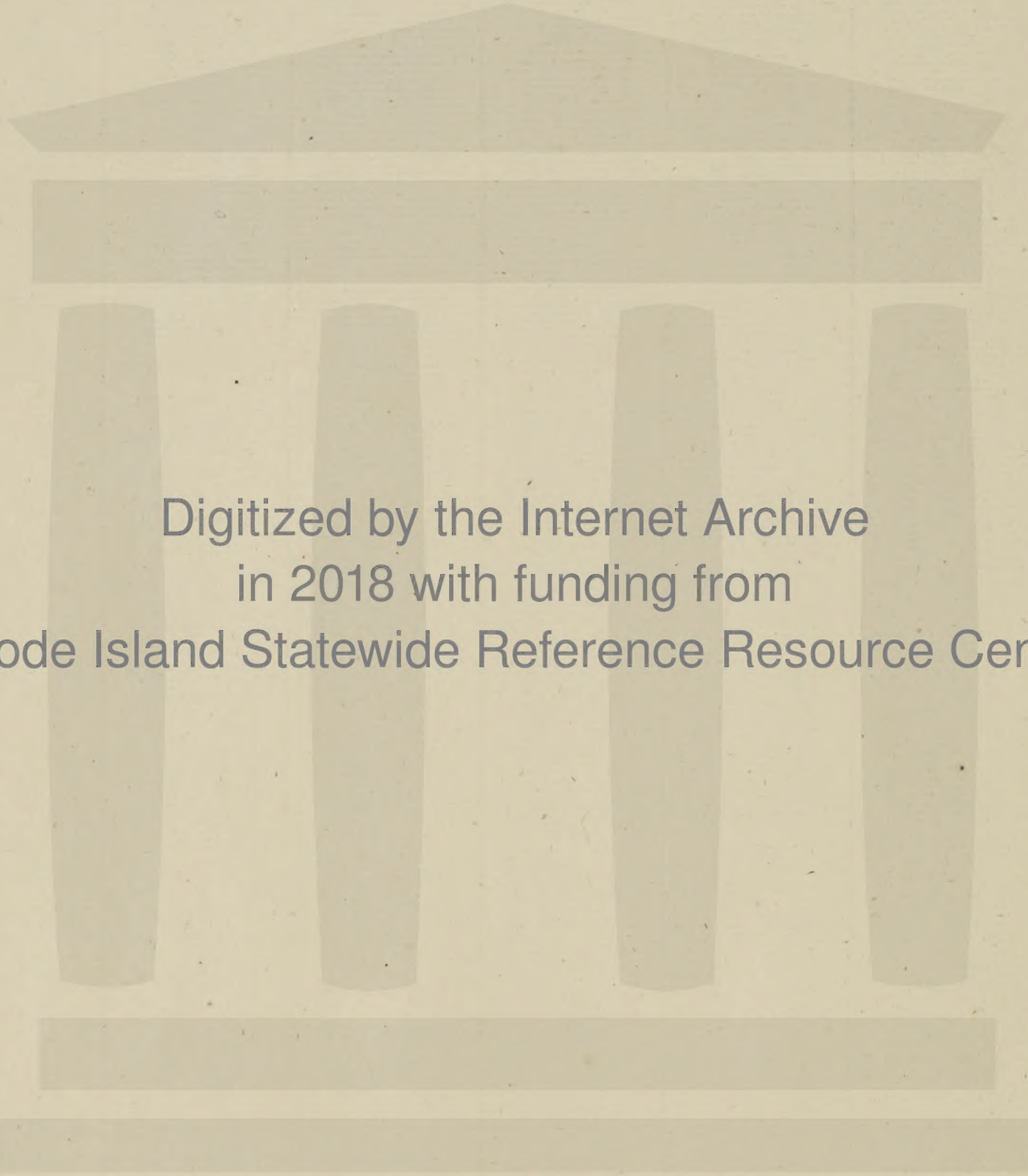
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Journal of a Whaling Voyage to the Pacific
Ocean in the Ship Charles Phelps of Stonington
Palmer Hall Commander

Ship Charles Phelps of Stonington Outward Bound

Remarks onboard Monday August the 28 - 1842

These twentyfour hours Commence With light winds from the Westward at 10 AM have up our anchor and stood out through Watch Hill reef at noon have aback & discharged the pilot brace forward & stood out to sea steering S.E. the Wind S.W. with 20 men on board all hands employed in stowing anchor chains & clearing up decks for sea (these watches & Boats crews tried the pump found the ship tight) So Ends these 24 hours

Tuesday August the 30 1842 These twentyfour hours begin with light winds from W & pleasant weather steering S.E. at Sundown Montague point bore W.S.W. all hands employed in clearing up decks & c - at 8 PM Brist. wind from N.E. took in topgallent sails flying pil. & mainsail at 10 took 2 reefs in the fore & main topsails & furled the Mizzen at 4 PM set mainsail & single reefed Mizzen top sail at 8 PM set fore & main topsails saw a ship steering S.E. the watches employed in strapping blocks & c So Ends Steering S.E.
Lat by Obs 40° 21' N Long 69° 39'

Wednesday August the 31 These twentyfour hours Commences with Brist. Wind from N.E. by N steering S.E. employed in fitting Boats at 4 PM Course E by S at 7 single reefed the topsails middle part wind baffling at 5 PM let reefs out topsails latter part fresh wind & clear weather picked out Oars & Whale gear So Ends this day
Lat 38° 17' N

Thursday September the 1 - 1842 This day Commences with brisk Wind from S.E. steering S.E. employed in fitting Boats at 7 PM single reefed topsails middle & latter part light wind & baffling all sail set So Ends
Lat 38°

Friday August the 2 September 2 All this day Calm pleasant weather employed in fitting Boats coiling lines & getting out lance poles one ship in sight so ends this day.
Steering S
Lat 38° 29' N Long 66° 39' W

Saturday September the 3 These twentyfour hours begin with light wind from S.W. steering E employed in fitting Boats middle part wind S to S.W. latter part employed in bracing out the rigging from betwixt decks blocks & c and stowing back again saw a shoal of Blackfish going quick to windward.
Obs Lat 40° 09' N Long 64° 13' W

Ship Charles Phelps of Stonington Outward Bound

Sunday
Sep^r 4

All these twentyfour hours fine breeze from S.W.
to S.E. steering E by S = saw a sail standing to the
westward so ended this day
Lat 40° 21' N Long 50° 08' W

Monday
Sep^r 5

First & middle part of this day light baffling wind
from the South & west steering E by S latter part Brisk
Winds attended with fog & rain imployed in
fitting cutting gear & other ships duty saw a ship
off the lee beam steering to the westward so ended
Lat 40° 25' North

Tuesday
Sep^r 6

These twentyfour hours strong breezes from S.W.
& some rain steering E by S imployed in fitting
cutting block straps & other ships duty so ended
flying jib & Mizzen topgallentails furled & etc

Wednesday
Sep^r 7

This day begins with fresh wind from S.W. & squally took
topgallentails middle part baffling winds heavy thunder &
sharp lightning with some rain latter part wind & steering
E by S watches imployed in ships duty so ended this day
Lat 41° 16' N Long 50° 10' W

Thursday
Sep^r 8

First part of this day brisk wind from S steering
E by S middle part light airs & baffling imployed in
ships duty at 12 past & 8 AM saw sperm whales 3

Sperm
J B #

drove

parted last
& strong

Boats went in chase struck three the laborer last
drove the Waist boat parted line the Starboard
Boat killed one at 10 took time to ship 2
boats went in chase of more whales the rest imployed
in fitting up cutting gear the whales went to windward
at noon boats came on board so ended observation

Friday
Sep^r 9

This day commences with brisk wind from S imployed
in getting up cutting gear at 12 past & 5 AM commenced
cutting at 12 past 3 finished took in the case &
junk imployed in clearing then away at 12 past
6 finished made sail to hull topsails steering
E by S saw a ship to the windward steering to the
eastward middle part strong wind from W.S.W. with
heavy rain latter part more pleasant wind &
set fore & main topgallentails imployed in fitting
for boiling at noon commenced so ended
Lat 40° 50' N Long 46° 14' W

Saturday
Sep^r 10

First part fresh wind from W.S.W. & some rain imployed
in boiling at 7 AM cooled down the weather looking
bad at 12 past 4 AM started works again light
wind from the westward steering E.S.E. saw a hump
back at noon fresh wind from S.W. so ended

Lat 40° 55' N Long 42° 10' W

Ship Charles Phelps of Stonington Outward Bound

Sunday
Sep^r 11

at 6 PM hoisted
up the Sea Breeze

These twenty-four hours begining with strong Wind from SSW steering ESE employed in Boiling out 1 PM took in topgallentsails at 3-2 reefed topsails at 5 took in fore & Mizzen topsails & jib heavy sea running at 1/2 past 7 finished boiling the blubber Cooled down the works heavy gales & raining at 8 PM set 2 reefed fore topsail at 10 took it in & hove too under close reefed main topsail main spence & fore topmast staysail heading up SSE Wind SW with rain so ends this day no observation

Monday
Sep^r 12

This day begining with heavy gales from SW lying too under close reefed main topsail main spence & fore topmast staysail heading up SSE heavy sea running at 4 PM Wind hauled to NW kept off SE & set fore sail thick rainy weather at 8 let one reef out main topsail at 9 set 2 reefed fore topsail latter part more pleasant let reefs out fore & main topsails & set topgallentsails employed in breaking out for provisions at 11 AM commenced boiling the junk & Case so ends these 24 hours

Lat 40° 31' N Long 38° 49'

Tuesday
Sep^r 13

The first & middle part of this day light Wind from NW steering SE at four PM finished boiling saw a brig steering NWW latter part brisk Wind from SSW to SW employed in Ships duty so ends these 24 hours

Lat 40° 17' N Long 36° 28' W

Wednesday
Sep^r 14

These twenty-four hours Commences with fresh Wind from the Westward steering SE employed in Ships duty at 4 PM steering SE by E at 2 AM took in topgallentsails latter part employed in stowing spare spars & other Ships duty so ends this day Serene Harris a fore mast hand sick & off duty

Lat 38° 44' N Long 32° 28' W

Thursday
Sep^r 15

Commences with brisk Wind from the Westward steering SE by E employed in Ships duty middle part light air from NW at 5 PM made the Island of Flores bearing SE distance 30 miles got up the Cabord Chané & bent it at 11 AM stood in to the leeward of Flores the Captain went on shore at Pontegard fresh Wind SW the standing off & on the land so ends one more day

Friday
Sep^r 16

This day begining with fresh wind from W standing off & on the Captain on shore trading for Potatoes & Onions at 3 PM Boat came on board left 3 Mates & Boat steers to measure potatoes shipped one man Quincey manned Gosavely at 6 PM sent boat in for 3 Mates two reef to bring off recruits stood out shore for the night thick & squally saw 3 Ships and 9 Buoys steering to Eastward at 7 PM steered in to the anchoring took in 40 bushel potatoes & 20 of onions strong Wind from SE on Shore two reef to take more on board overhauled off from the land so ends one more sick & off duty

Ship Charles Phelps of Stonington Outward Bound

Saturday
Sep^r 17

First part of this day fresh wind from S & squally
laying off & on with the ship too ruff to get off
recruited the wind being on our middle & latter
part light wind & pleasant employed in fitting
rigging & Carpenter employed in making Petate
Ben & Spaid box the men making sixt ship
a man John Rogers of Sisco, Irene Harris got
better came on deck to work saw one ship in the
offin light wind from N.W. & clear weather steering
in for the landing place so ends this 24 hours

Sunday
Sep^r 18

Commences with light wind from S & steered in to
the landing Captain went on shore sent off 9 Boat
loads of Potatoes & Onions paid 1 barrel of Molasses
and 5 pieces of Cotton cloth at 5 PM Captain came on
board stood off & on through the night at 5 AM Captain
landed got a few Potatoes at 8 came on board & started
steering S & by S - saw blackfish & 2 brigs to the Eastward
so ends these twenty four hours

Monday
Sep^r 19

At 6 these twenty four hours light wind from S.W.
to W employed in drying potatoes building Ben
for Potatoes & Onions at 5 PM made the Island
of Sisco bearing S & by S Distance 50 miles at 10
AM first an English ship steering N.W. saw
nothing of the whole land this day so ends
steering S & by S - - -

Tuesday
Sep^r 20

These twenty four hours begin with brisk wind from
W steering S & by S employed in building Ben
for potatoes & Onions & putting them up at 5 PM
stood close in to Sisco shortened sail & have almost
head off shore for the night at daylight stood in
to the harbor went in with letters to send them
put them on board a schooner from Sanger Ship one
man & started for Sisco a large English Stearn
Ship of War came in so ends this day

Wednesday
Sep^r 21

Commences with light wind from S.W. & clear weather
steering in for Sisco at 8 PM Captain went on shore
shipped 2 Men at 8 came on board & started steering
S & by S & stored away the Chain latter part employ
in bracking out for Vinegar Medicines various & saw
a shoal of porpoises so ends 24 hrs

Thursday
Sep^r 22

This day begins with light wind from N.W. & pleasant
employed in peeling turnips at 7 PM rain at 10 wind shifted
to S & pleasant steering S latter part stowed 9 Casks of
Sperm Oil & one sixty between decks so ends the Cooper
fixing old tank V.L. Lat 34.28 N Long by Com 26.03 W
Painted a New Boat for Bow Cairns

Ship Charles Phelps of Stonington Outward Bound Sep 1842

Sunday
Sep^r the 23

These twenty four hours commence with brisk wind from N.E. steering & employed in stowing betwixt decks & C. Middle & latter part wind & steering by N frequent squalls & some rain employed in ships duty the cooper making menceing tubs - saw a large turtle took in fore
Days but 25 = & mizen top galent sails & fleying jib so ends
Obs Lat 32 00 N

~~Monday~~
Sep^r the 24
Saturday

Obs these twenty four hours Brisk Wind from E and squally steering by N employed in ships duty set up fore top mast & top galent back stays the men making Sineet so ends
Lat by Obs 29.39 N

First part of this day buffling wind and squally steering by N middle & latter part light wind from E to N.E. & pleasant took one Dolphin so ends
Obs Lat 28.11 N Long by Chron 25.57 W by Sun 25.44

Monday
Sep^r the 25

Commence with light wind from N.E. & pleasant steering & saw a sub off the lee bow Middle & latter part light wind from E employed in breaking out the fore top painted the waist boat with a green bottom the cooper making buckets the carpenter making spruce poles so ends saw nothing Obs Lat 26.37 N - - -

Tuesday
Sep^r the 26

The first part of this light wind from S.E. steering & employed in stowing the fore hold Middle & latter part wind & took in the Bow Boat mended her & put out a new one employed in fitting her & other ships duty saw nothing so ends
Obs Lat 24.51 N Long 24.32 W

Wednesday
Sep^r the 27

All these twenty four brisk wind from E & by N steering & employed in ships duty being - hepping making Sineet & C. saw nothing so ends
Obs Lat 22.38 N Long by Chron 23.47

Thursday
Sep^r the 28

This day begins with brisk wind from E steering & employed in ships duty saw a Brig steering W.S.W. Middle & latter part fresh wind from N.E. steering by N employed in fitting rigging the cooper making buckets at daylight found over selves in green water saw nothing but fleying fish so ends these twenty four hours
Obs Lat 18.28 N Long 23.22 W

Friday
Sep^r the 30

Commencees with brisk wind from N.E. & pleasant steering by N Middle & latter part light winds & smokes are employed in fitting rigging & taring & C. the cooper menceing in making buckets latter part steering S.W. by S at noon made the Smeant of St. Marks bearing S.W. distance 15 miles so ends this day & Monday
Obs Lat 16.59 N

Ship Charles Phelps of Glennington outward bound Oct. 1892.

Saturday
Oct. 11

These twenty four hours commenced with winds from E
& pleasant steering & employed in getting rigging & stowing
&c at 12 past 4 PM made the Island of St. Jago bearing
S at 12 past 11 stood in to the harbor, found the
Schooner Captain went aboard the Ship stowing
& on John Rochas sick & off duty so ended this day.

Sunday
 Oct. 11th 20

This day begining with brisk winds from N.E. the
Ship standing off & on the Captain overboard getting
into the water about 8000 ~~feet~~ fathoms being
at 6 AM started on our way steering S by E
saw a large ship standing in for the harbor,
latter part decided the brigs carried away the
fore top sail shot. Clenched it & set the sail again
saw nothing so ended this Sat 13th 16.8

Monday
Oct. 23

Commenced with brisk wind from N E driving
off employed in making nets & putting up things
bent a ship to leave at 7 AM heavy Squall
of wind & rain lost part light air and
pleasant all well and no sickness.

Tuesday
Oct. the 4

The first & middle part of this day Calm & pleasant the last part Brisk Wind from SW to WSW heaved from SSE to S by E employed in Ships duty saw a French Barge Ship steering N N W = 30 miles
Obs Lat 10.25 N Long 21.21 W

Wednesday
Oct. the 5th

This day begins with Wind from SW & Squally
 fresh ... SSE at 2 PM back in topgallant sails
 Steady third & heavy rain at 8 PM single reef
 the topsails latter part pleasant the wind from
 S.W by S to S.W heading SE to SE by S employed in
 ships duty on board fore topgallant sail & sent someone
 saw nothing s. on all sail set
 Uly Lat 9.51 N Long 18. 59 W

Thursday
Nov 11

First part brisk Wind from SW then SSE Miller
 & latter part Wind N. by E & evening S. by W to S W
 employed in Ship's duty the Cooper making Brakes
 the Carpenter making Springyarn Machine. Saw
 a Sail to Windward so ordered O's Boat 8.1.24 Day 19.1.84

Friday
Oct 27

Commenced with light winds from the Southward
Middle & latter part light wind from S. Steering
SSW took in the anchors & stocked them &
stowed them on the forecabin at 4 p.m. & ed on
board for black fish did not strike at 11 came
onward employed in ship's duty the Cooper
employed in making boats - Saw 2 ships to
the westward & under

Vto Sat 7. B 4.5

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Ship Charles Phelps of Stonington Putward Bound

Saturday
Octth 8

All these twentyfour hours light airs from the Westward steering SSW employed in Ships duty the Cooper making Brakers saw black fish towards forenoon got none one Ship & one Brig in sight - stored the anchor stocks in the fore hold so ended this day
Obs Lat 5.54 N Long 20.05 W

Sunday
Octth 9

All this day light winds from the south & W steering to the South & Eastward one Ship & 2 Brigs in sight fine pleasant weather saw nothing so ended
Obs Lat 6.09 N Long 18.12 West

Monday
Octth 10

First part of this day calm & pleasant Middle & latter part light winds from the south & West steering SSW employed in Ships duty setting up rigging trying & saw nothing but the above named sails the Cooper making Brakers so ended Obs Lat 5.40 S

Tuesday
Octth 11

All these twentyfour light airs & calms heading to the southward some rain employed in Ships duty the Cooper making Brakers the Carpenter cutting Scuttles through the deck for stowing oil the iron making Sprungarn saw nothing but 2 Sails so ended
Obs Lat 5.10 N Long 17.51 W

Wednesday
Octth 12

The fore part light winds from the South & West the middle & latter part Brisk Wind from S by E heading S by W some rain the Watch is employed in Ships duty saw 3 Sails & one Fairbuck so ended
Obs Lat 4.11 N

Days Out 44 =

Thursday
Octth 13

All these twentyfour hours Brisk Wind from S by E heading from W by S to S by W employed in fitting cutting penants &c the Cooper making Brakers the Carpenter cutting Scuttles for the turky saw nothing but 2 Sails so ended Obs Lat 2.54 N Long 19.51 W

Friday
Octth 14

All this day Brisk Winds from S heading W by S employed in Ships duty set up head stays &c painted New Boat over head saw nothing so ended
Obs Lat 1.46 N Long 21.27 W

Saturday
Octth 15

All these twentyfour hours Brisk Winds from S by E heading W by S to S by W employed in Ships duty painting blocks on the yards &c saw nothing so ended
Obs Lat 00.48 N Long 23.08 W

Sunday
Octth 16

This day Commences with Brisk Wind from S heading W by S to S by W wind hauled to S by E heading S W middle & latter part the same saw nothing

Days Out 48

Obs Lat 00.40 South
Long 24.34 W

Ship Charles Phelps of Stonington Outward Bound Oct 1842

Monday
Oct ^{the} 17

All these twentyfour hours Brisk Wind from SSE heading SW. The watches employed in Ships duty. Knotting yarns & the cooper making Buckets the Carpenter making hoops saw nothing so ends
Obs Lat 2.07 South

Tuesday
Oct ^{the} 18

These twentyfour hours fresh winds from SSE to SE by S head from SW to SW by S employed in Ships duty. Knotting yarns & the cooper making Brakes the Carpenter making Hoop saw nothing painted Boat over head so ends
Obs Lat 4.02 S Long 27.34 West

Wednesday
Oct ^{the} 19

First part of this day Brisk Winds from SSE Middle part SE latter SE by S head SE. Large sea running at 8 AM took in flying jib employed in knotting yarn making Spinn Yarn &c. saw nothing so ends
Obs Lat 5.16 S Long 28.35 W

Thursday
Oct ^{the} 20

Commences with Strong trades from SE & heavy sea at 1 PM took in topgallant sails at 4 PM set up back stays & set the fore & main topgallant sails at 7 AM set Mizzen topgallant sail set up weather fore & main topgallant rigging Strong Wind from SE head SSW employed in Ships duty saw nothing so ends
Obs Lat 8.21 S

Friday
Oct ^{the} 21

More twentyfour hours begins with strong trades from SE & heavy sea heading SSW employed in bucketing out fresh water. at 12 PM Squally took in fore & Mizzen topgallant sails Wind hauled to SSE head S at 10 PM took in main topgallant sail. Single reefed the fore & Mizzen topsails at 2 PM let out the reefs at 5 PM Squally put 2 reefs in fore & Mizzen single reefed the main topgallant Strong Wind & heavy sea employed in Ships duty saw nothing but Killers so ends
Obs Lat 10.05 S Long 29.50 W

Saturday
Oct ^{the} 22

Commences with Strong Wind from SE by E heading S by W at 1 PM set fore & main topgallant sails over single reefed topsails employed in Ships duty at 2 PM let reefs out main & Mizzen topsails last part all sail set head S by W to SSE saw nothing so ends
Obs Lat 12.15 South

Sunday
Oct ^{the} 23

Sturday begins with Strong Wind from SE by E to SSE head S to S by W Middle part Wind increases took fore & Mizzen topgallant sails in & flying jib at 12 PM took in main topgallant sail Single reefed fore & Mizzen topsails at 5 let out reefs & set topgallant sails saw nothing so ends
Obs Lat 14.30 South

Monday
Oct ^{the} 24

First part fresh Wind from SSE to SE by E head S to S by W Middle part the same latter part Strong Wind from SE head SSE the sea heavy Single reefed the topsails & kept off S for 2 hours then hauled on the Wind head SSE set topgallant sails over single reefed topsails set up Mizzen topgallant saw a sail to leeward so ends this day Obs Lat 16.49 S Long 30.27 West

Ship Charles Messy of Stonington outward Bound Oct 1842

Tuesday
Oct 25

Commences with strong winds from E & S head S by E with single reef in top sails topgallant sails set over them latter part pleasant steering S by E to SSE all sail set employed in ships duty Saw a sail steering SW S. Ends there twenty four hours Obs Lat 18.05 S Long 28.30

Wednesday
Oct 26

Ship day begins with brisk winds from E steering SSE at 8 PM Squally took in topgallant sails middle part pleasant steering S by E at 5 PM made the Sound of Trinidad bearing S by S Distance 25 miles light baffling wind & pleasant employed in setting up main topmast shrouds & back stays at 1 PM Trinidad bore ESE Distance 15 miles S. Ends Obs Lat 20.23 South

Thursday
Oct 27

First part of this day light baffling winds & pleasant employed in setting up back stays middle part wind E steering SSE latter part squally took in topgallant sails employed in ships duty Saw a Brig steering SW S. Ends Obs Lat 22.03 S Long

Friday
Oct 28

All these twenty four hours strong winds from E heading SSE employed in ships duty making spinnymen got out fresh water & saw nothing S. Ends Obs Lat 23.05 S

Saturday
Oct 29

Commences with brisk wind from E steering SSE middle part strong wind from E by S took in topgallant sails latter part wind E & E pleasant employed in painting masts & yards gully & c Saw nothing this day S. Ends all sail set Obs Lat 25.18 S Long 27.23 W

Sunday
Oct 30

First part of this day Brisk winds from E & S E steering SSE at 5 PM steering S by S middle part wind E & E latter part is pleasant weather Saw one ship back S. Ends there 24 hours Obs Lat 28.08 S Long 25.45 W

Monday
Oct 31

Ship day begins with Brisk winds from E & pleasant steering S by S middle part wind E & E & clearing latter part wind E & E pleasant set up main rigging & fore topmast rigging Saw nothing S. Ends

Tuesday
Nov 1
1842

These twenty four hours commences with light wind from E & steering S by S employed in ships duty middle part baffling wind & clearing latter part fresh rain from W employed in making spinnymen & c Saw a ship standing to the weather & several albatrosses round the ship but nothing of the whale kind S. Ends Obs Lat 31.04 S Long 22.14 W

Wednesday
Nov 2

Commences with strong winds from the Westward steering S by S took in topgallant sails at 7 PM reefed topsails wind SW at 9 PM let reef out fore main topsails the wind SW to S by W head E to E by S employed in ships duty Saw nothing at 10 reefed topsails S. Ends Obs Lat 31.52 S

Ship Charles Phelps of Stonington Outward bound in 1841

Thursday
Nov^r the 3

These twentyfour hours begining with fresh gales from
SE by E heading Ely. Under Reefed topsails at 12 past
11 PM were Ship to the SSE latter part Wind & Steering
SSE heavy sea from the Southward employed in Ships
duty Saw nothing So Ends Obs Lat 32° 00 South

Friday
Nov^r the 4

Commences with strong wind from E & Steering
SSE at 5 AM Main & hauls the E Middle & latter
part Thick & rainy Set are 5 Main topgallant
over Single Reefed topsails Saw nothing So Ends

Saturday
Nov^r the 5

This day begining with strong winds from E & thick rainy
weather Steering SSE at 5 PM Wind & W at 7 took in
Sail & hove to head E Middle part light Wind from
the Westward heavy sea running at 5 AM made Sail
employed in Coopersing Broad Saw a pair of blubber
in the water last part Wind & Steering SSE So Ends
Obs Lat 33° 19 South Long 16° 52 W

Sunday
Nov^r the 6

First part of this day from Wind from E & W & thick
weather Steering SE employed in Coopersing Broad
at 5 PM furled at 12 past 7 PM took in Sail came to head
E with 2 Reefed main topsail & foresail Middle part heavy
gales from W & W took in foresail head at 5 AM Set
2 Reefed fore topsail & Single reefed main & the foresail
Steering SSE heavy sea Saw nothing So Ends then 29 hours
Obs Lat 33° 48 S Long 14° 58

Monday
Nov^r the 7

These twentyfour hours begining with fresh gales from
W & W Steering E by S & SSE at 7 AM took in Sail
Sail SSE heavy sea running at 7 AM made
Sail Steering SSE latter part all Sail set employed
in Ships duty Saw nothing So Ends
Obs Lat 35° 04 S Long 12° 01 W

Tuesday
Nov^r the 8

Commences with strong wind from the Westward Steering SE
at 2 PM Course Ely at 12 past 4 AM Saw 2 Ships at 12
past 10 AM lowered for 2 Hite Whales did not strike at 10 AM
came on board So Ends this day Obs Lat 35° 44 S Long 11° 44 W

Wednesday
Nov^r the 9

This day begining with bright winds from W & W at 12 past
11 PM lowered 3 Boats for a Hite whale did not strike
at 12 past 2 came on board Steering SSE at 4 spoke the
Bembroke of New London Captain state 5 months out
200 Hbs sperm & 20 Hite Whale Oil Middle & latter
part pleasant employed in Ships duty So Ends
Obs Lat 35° 02 S

Thursday
Nov^r the 10

These twentyfour hours begining with strong winds from W & W
& thick rainy weather Steering SSE at 5 PM Wind increased
took in topgallant sails at 11 PM reduced to 2 Reefed fore
& Main topsails & foresail fresh gales from W & W latter
part more moderate made Sail accordingly in view
topgallant sails Set Saw nothing So Ends
Obs

Ship Charles Phelps of Stonington outward bound

Friday
Nov 11

All these twentyfour hours strong winds from WNW the first part steering ESE thick weather the middle & latter part steering E by S. Clear weather employed in picking up mumm & saw timberbacks & large quantities of Birds & Snakes this day
Obs Lat 36.40 S Long 00.09 East

Saturday
Nov 12

Commenced with strong gales from WNW steering SE at 7 PM took in mizen top sail single reefed the fore middle part the same latter part more moderate set single reefed mizen top sail & fore top galentail heavy sea running saw timberbacks & Snakes
Obs Lat 36.00 S Long 3.15 E

Sunday
Nov 13

First part of the day strong winds from NW steering SE by E middle & latter part more moderate & pleasant weather saw timberbacks & Snakes these twentyfour hours
Obs Lat 36.23 S Long 7.12 E

Monday
Nov 14

This day begins with brisk wind from NW & pleasant steering SE by E middle part the same latter part clear day with some rain at noon was pleasant employed in ships duty & Snakes
Obs Lat 36.54 S Long 10.13 East

Tuesday
Nov 15

All these twentyfour hours strong winds from NW & cloudy steering SE employed in ships duty at noon wind increases took in fore top galentail single reefed the fore top sail furled the mizen saw timberbacks & Snakes
Obs Lat 37.36 South

Wednesday
Nov 16

Commenced with strong gales from NW & thick weather steering SE at 6 PM 2 reefed fore & main top sails heavy sea at 11 PM took a large sea & stove the waist boat latter part more moderate set top galentails over single reefed top sails the wind NW by W saw timberbacks & Snakes these twentyfour hours
Obs Lat 38.34 S Long 11.50 East

Thursday
Nov 17

These twentyfour hours begin with strong wind from NW steering SE at a past 12 PM heavy squalls of wind & sea reduced to 2 reefs main top sail steering ESE middle part the same latter part more moderate made sail to fore & main top galentails over single reefed top sails steering SE by E saw timberbacks & Snakes Albert Seaborn sick off duty
Obs Lat 38.50 S Long 15.00 East

Friday
Nov 18

First part of this day fresh wind from NW steering SE middle part baffling latter part more W steering & some squalls employed in ships duty saw timberbacks Albert Seaborn sick & off duty & Snakes these twentyfour hours saw a large turtle
Obs Lat 38.18 S Long 24.57 East

Saturday
Nov 19

Commenced with brisk wind from NW steering E employed in getting down main top sail middle part light wind & baffling latter part light wind from the Southward & cloudy steering E by S saw timberbacks & Snakes & 12

Ship Charles Phelps of Stonington outward bound November 1842

Sunday
Nov 20

This day begins with light winds from SE head & the middle part wind S & S E head SE to SSE latter part wind N steering S by E and Fairbushs S. Ends
Obs Lat 36.38 S Long 28.39 E

Monday
Nov 21

Commences with strong winds from N steering E by S at 2 PM wind hauled to W & W strong gales & squally at 6 PM reduced to 2 reefed topmasts middle part the same steering S E by E latter more moderate let one reef out topmasts saw Fairbushs S. Ends
Obs Lat 36.08 S Long 32.28 East

Tuesday
Nov 22

First part of this day strong winds from N steering S E by E middle & latter part light wind from W & W employed in patching fore foresail & foretopmast at 12 noon at 8 PM finished & bent fore topmast to mainmast and Fairbushs S. Ends these twenty four hours etc Obs

Wednesday
Nov 23

These twenty four hours begins with light winds from W & W steering S by E employed in mending fore topmast at 6 PM bent it middle part latter part employed in mending foresail the wind N and Fairbushs S. Ends got out fresh water
Obs Lat 36.09 S Long 36.34 E

Thursday
Nov 24

This day begins with strong wind from N steering S E by E employed in mending foresail at 12 noon at 4 PM took in topgallentails wind N E at 4 bent foresail 2 reefed the topmasts at 10 PM strong gales & squally took in fore & main topmasts main sail & jib at 2 AM the wind hauled to S & S E more moderate made sail at 5 squally reefed the topmasts the wind W at 8 PM more pleasant made sail employed in mending fore topgallentails saw Fairbushs S. Ends
Obs Lat 36.30 S Long 39.26 E

Friday
Nov 25

Commences with strong winds from N steering S E by E at 2 PM took in topgallentails at 6 PM 2 reefed topmasts the wind W & W at 8 washed a man overboard from the fore chain backed the main yard lowered boat & picked him up took in main sail & main topmast & jib wind S by S steering SSE latter part more moderate let one reef out topmast set main sail & jib steering S by E saw Fairbushs S. Ends
Obs Lat 35.54 S Long 42.06 E

Saturday
Nov 26

First part of this day strong wind from S head & SE under single reefed topmasts at 6 PM 2 reefed topmasts latter part pleasant all sail set employed in mending fore topgallentails at 12 noon at 4 PM finished & bent it outboard spraker & bent storm jib & mainmast S. Ends this day next etc Obs
Obs Lat 35.27 S Long 43.54 E

Ship Charles Phelps of Wilmington / utward Bound &c. Dec. 1842.

Sunday
Dec^r 27

There twentyfour hours begins with brisk wind from S by E
S E and S by E to E. S E sent men in by sail in mending
old ones. Middle part calm latter part light
air from NW & pleasant Steering S E. Saw nothing so ends
Obs Lat 34.50 S

Monday
Dec^r 28

First part of this day light wind from NW steering
S E. Middle & latter parts brisk wind from SW
employed in ships duty. Saw Finbacks so ends
Obs Lat 35.15 S

Tuesday
Dec^r 29

This day commences with light winds from SW steering
SSE employed in mending main topsail. Middle part
calm latter part light wind from NW & pleasant
nothing so ends Obs Lat 35.43 S Long 48.20

Wednesday
Dec^r 31

Commences with brisk wind from NW steering SSE sent
up cutting foremast middle part steering S E latter part
fresh wind from NW steering S by S got out fresh water
employed in ships duty so ends three twentyfour hours
Obs Lat 36.01 S

Thursday
Dec^r 1 - 1842

There twentyfour hours begins with strong wind from NW
steering S E at 9 AM thick & rainy reduced to a drizzle
topsails at 10 AM wind hauld to the southward full
main sail steering S E by E strong gales & squally with rain
saw nothing so ends No Obs

Friday
Dec^r 2

This day begins with strong gales from SW steering S E by E at
10 past 7 AM took in sail & hove to under close reefed main
topsail & foresail head SSE at 4 PM more moderate
made sail steering S E by E at 10 past 11 PM lowered for
3 Boats for a Brite Whale. heavy sea did not strike came
onboard so ends Obs Lat 37.42 S Long 57.44 East

Saturday
Dec^r 3

Commences with brisk wind from NW steering S E at 10
past 7 AM took in sail for the night heading SW at
4 PM made sail steering ESE pleasant weather
saw Finbacks caught a Porpoise so ends this day
Obs Lat 38.01 S Long 59.15 E

Sunday
Dec^r 4

There twentyfour hours begins with brisk wind from NW
steering S E by E at 10 past 4 PM lowered 4 Boats in chase of
Sperm Whale struck 2 With the Lahoul & Worst boats at 7
took the L B to ship the W B to forward kept the ship off
for it parted fluke rope hove back & took it again at 10
took the other secured them for the night took in sail & set
quarter watches at 10 past 4 PM called all hands got up
cutting gear at 8 AM ship commenced cutting heavy gales from
S E & squally at 11 AM finished lost one hand employed in clearing
up deck head & under the trysail main topsail so ends

L B 4

W B 4

Sperm

Ship Charles Phelps of Stonington Indian Ocean Dec 1842

Monday
Dec the 5

This day, begining with heavy gales from N & E head & under
Close reefed Main top sail employed in clearing away the
Whaler henc & c middle part using the Wind N & W
head & E latter part more pleasant at 8 PM Commenced
Boiling So Ends there twentyfour hours
Obs Lat 33-23 S

Tuesday
Dec the 6

Commences with strong gales from N & W head & E with
close reefed Main top sail & c sail employed in boiling
middle part squally the Wind & head & W at 1 PM
the foretopmast stay that the stay with hickory spar
in the rig at 8 PM bent the stay sail to the other
stay & set it heavy gales & squally stopped boiling parted the
sail saw a ship to the westward heading S & E ends
Obs Lat 34-42 S

Wednesday
Dec the 7

These twentyfour hours begining with heavy gales from N & W
under Close reefed Main top sail at 5 PM more
went to boiling at 8 Made sail steering SE spliced the
foretopmast stay & set it up saw a ship to the westward
Saw no Whales So Ends this day
Obs Lat 34-50 S Long 62-05 E

Thursday
Dec the 8

First & Middle part light Wind from W steering SE
at 4 PM finished Boiling Stowed & Cast of Oil in the
stowage room worked S O latter part light Wind
from the southward & pleasant weather employed in
Ships duty Saw Finbacks So Ends there 24 hours
Obs Lat 34-56 S Long 63-43 East

Friday
Dec the 9

Commences with Brisk Winds from N steering SE at 3
PM Saw a rite Whale going quick to the southward &
Boats lowered in chase did not strike Come to ship & stowed
at 8 Course SSW latter part Strong Wind from N Saw
Finbacks So Ends this day Obs Lat 40-04 S Long 64-15 E

Saturday
Dec the 10

This day begins with Strong gales from N steering SE & reefed the
sails & main top sails furled Mizzen top sail & mainsail at 1 PM
head & E heavy sea running at 3 PM saw a rite Whale
latter part thick & raining with heavy gales from N & E ends

Sunday
Dec the 11

First part of this day heavy gales from N laying under
Close reefed Main top sail head & E at 4 PM wind
hauled to NW latter part Wind W with heavy sea
So Ends there twentyfour hours
Obs Lat 39-45 S Long 65-40 E

Monday
Dec the 12

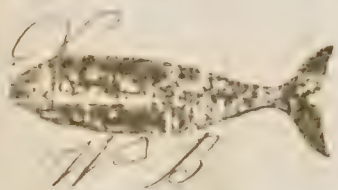
Commences with Strong gales from W at 1 PM more moderate made sail
steering SE at 6 PM saw a whale at a part lowered 2 Boats struck & killed
one to windward light wind & heavy sea took in tow at 10 got to
Ship took in sail at 6 commenced cutting at 7 finished
made sail & commenced boiling saw a whale going quick to windward
So Ends there 24 hours Obs Lat 39-53 S



LB

Ship Charles Phelps of Stonington Indian Ocean December

Sunday
Dec 7th 13



These twentyfour hours begining with light wind from N. & W. & a pleasant weather standing to Southward employed in boiling at 4 AM lowered for a Rite Whale struck & killed him took him to ship at 7 Commenced cutting at 9 pm so finished lost the head at 8 AM made sail steering SSE at 5 PM brisk wind from N. & E & thick weather took in sail head & so ended saw nothing.

Obs Lat 40° 02' South Long 166° 33'

Wednesday
Dec 11th 14

At 11 these twentyfour hours light wind & some fog employed in boiling steering to the Eastward the wind from the East at 7 PM finished Boiling cleared up decks & took in sail head & so saw one Finback so ended

Obs Lat 40° 12' South

Thursday
Dec 12th 15

First part of these twentyfour hours light wind from N. & foggy at 4 PM Commenced bracing out the mainmast for stowing down bit put down 100 lbs of Rite Wh. & 50 of Sperm the Sperm bodily marked 850 & 8 Cask & one sixty one Cask of head marked 80 H at 7 PM finished cleared up decks thick weather the wind N head & E & so ended this day saw nothing so obs

Friday
Dec 13th 16

First part of this day with thick fog & thick rainy weather head & E cleared ship at 8 AM was hauled to the Southward was ship to S & E saw a ship steering to the Westward at noon more moderate with clear weather made sail saw Finbacks at 15 PM wind SSE kicked ship to SW at 9 pm past 7 took in sail so ended these twentyfour hours

Obs Lat 40° 55' Long 166° 12'

Saturday
Dec 14th 17



These twentyfour hours begining with light wind from the Eastward head to Southward at 4 PM made sail steering S thick weather & some rain at 9 pm lowered for a Rite Whale with down saw him no more came on board & stood on saw Finbacks at sundown took in sail so ended

so obs

Sunday
Dec 15th 18

Commenced with light wind from ESE thick weather at 4 PM made sail head & at 8 PM the wind from N. & E head & sailed past thick fog thick & steam at 8 PM nothing so took in sail so ended

Obs Lat 41° 21' S Long 166° 42' E

Monday
Dec 16th 19

At 11 these twentyfour hours thick weather the first part light winds from the Northward steering ESE the latter part strong Northward breeze the main & mainmast at 7 took in sail saw finbacks so ended

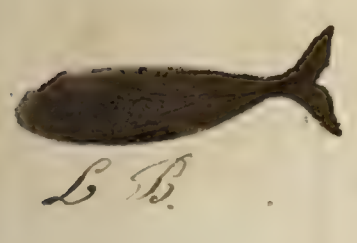
Obs Lat 40° 42' S

Ship Charles Phelps of Stonington Indian Ocean Summer 1841.

Tuesday
Dec^r 20

Wet day. begins with strong winds from N & thick rain. Weather at 3 AM heavy gale took in the fore sail at 6 Ship on Sea to windward broke the fore board. Sailors took her in deck Middle & latter part clear weather with strong gales from N & E. Heard N E. Saw nothing & End. Obs Lat 41.15 S Long 79.40 E

Wednesday
Dec^r 21



Commenced with fresh winds from the Northward & a heavy sea at 4 AM made sail Steaming S 83 light baffling winds at 1 PM lowered 2 B for a right whale struck a killer in that time in the fore part of the ship. Commenced taking heavy sea but to land at 2 thick & rainy fresh winds from N. West & finished last throat furled sails & cleared up deck for the right hand & the weather more pleasant so End. Obs Lat 40.51 South

Thursday
Dec^r 22

These twenty four hours commenced with strong wind from the Northward head on & continued until 5 AM at 5 AM heavy gales from S W took in the main topsail at 1 PM more moderate set main topsail at 5 commenced hoisting set fore sail at 8 AM Ship to S E the wind S W rain falling so End. Obs Lat 40.46 South

Friday
Dec^r 23

First part of these twenty four hours light winds from S W head S S E under close reefed main top & foresail in light wind at 4 AM strong gales from N W at 11 AM light off E by S & E S E filled 3 Banks with oil between decks. latter part some rain saw nothing so End. Obs Lat 40.44 S Long 77.36 E

Saturday
Dec^r 24



All of these twenty four hours brisk wind from N. W. Steaming to the S E by E saw one English Barge Steaming to the Eastward at 5 PM saw a number of Right Whales toward 3 Boats could not get fast to them the Commenced rain took in sail so End. Obs Lat 41.01 South

Sunday
Dec^r 25



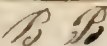
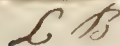
First part of this day light air & calm at 1 PM at 5 AM lowered 4 Boats in chase of Right Whales Struck 2 with the Starboard & Laborer Boats the lines for cut the L B line the whale went off with 1 then the S B saw toward back 1 lance & spind came aboard at 3 PM lowered 3 Boats Struck 1 with L B from forward at 5 lowered struck one with L B the lance cut off the line lost 2 Boats came aboard & took in sail head to weather the N E a number of Whales in sight so End. These twenty four hours Obs Lat 40.47 S Long 80.51 E

Monday
Dec^r 26



Commenced with strong winds from N & E & cloudy weather at 5 AM commenced breaking out the fore sail for Steaming down port down 90 Bls Middle & latter part thick fog the wind W by S head N W by S saw a number of Right Whales did not lower for them so End.

First part light. Winds with fog & some rain at 5:00 am
light up saw a gam of Right Whales lowered 3 Boats
Struck 2 with Laced & 3 one Boats the L B Brown broke them
another the S B lowered & struck one. Brown arrived with
the Laced & 3 one Boats took them to the ship at
1:00 pm commenced cutting a 7 line net
up deck & took in sail Strong winds from SW
heading N. & W to E ends there twentyfour hours
Obs Lat 44.44 South



These twenty over commences with the light wind from
N. E. Wind & M. employed in Boiling latter part
light winds came & steering to the S. with wind
at 7 took in sail saw nothing so crossed
Obs Lat 40. 51 S Lon 84. 03

Commenced with brisk breeze from S.W. & near 3 out
5 am heavy gales & raining stopped Boiling put 53-bbls
of Oil into the Tank 3 at 10 AM stopped raining
went to Boiling latter part heavy gales from S.W.
head 10 AM out 7 PM stopped Boiling heavy sea on
S. side, there twenty-four hours Obs Lat 44.28 S

These have appeared twice, flying with heavy gales from
S.W. turning N.W. at 5 P.M. more moderate commencing
driving, latter part the ship had hauled to S.W. and
at 10.00 P.M. to S.E. Ensign Obs. Lat. 40.47 Long.

Commenced with Beak trial, from 184th to 186th at
184th joined Beak all impaled in standing
bit in the fore twist at 186th finished, just down
130 lbs. wore ship to SSE the wind SW saw
nothing so ended. No obs.

First part Brist Wind from SW by W at 4 PM made sail
heading S by E latter part Stormy Wind & Squally Sea
Nothing at 7 PM. Took in Sails So Ends
Chs L. 40.30 & Long 84.220

All these twenty men, heavy light winds from S E S W & heavy
S S W employed in clearing some of the S. S. P. lands.
So Ends. Obs Last 44.01 South

The first & middle part of this day light airs &
calms but some squalls & short runs of wind. The
latter part light winds from N E steering
S E employed in ships duty. In Evns
Obs Lat 40. 42 S

The first part of this day light winds from
S.E. steering S.S.E. the last part back wind
from N.W. steering S.E. by E since Blackfish Is. Enco.
the Lat 44.58 S Long 85.41 East

Ship Charles Phelps of Stonington Indian Ocean Jan 1848

Thursday
Jan 4th

At 11 these twentyfour hours strong Gale from N & Steady
SSE with 2 heavy squalls at 5 PM came ESE. Saw
2 Finbacks thick weather & some minor S. E. birds

Friday
Jan 5th

The first part of this day strong wind from N & thick weather
steering SSE under 2 reefs fore & main topmasts & single reef
main the middle & latter part more pleasant saw
Nothing S. E. birds Obs Lat 43.02 South

Saturday
Jan 6th

Commenced with strong wind from N & thick weather
steering SSE the middle & latter part more pleasant the
wind at 2 PM made sail accordingly steering E by S
Saw Nothing S. E. birds these twentyfour hours
Obs Lat 45.12 S Long 98.34 E

Sunday
Jan 7th

First & middle part of these twentyfour hours Brisk Wind from
N & W steering E by S latter part light wind from NW
steering SSE Saw one Finback S. E. birds
Obs Lat 42.48 S Long 102.17 E

Monday
Jan 8th

Commenced with calm pleasant weather at 8 AM
lowered 4 boats in chase of a Right Whale going quick
did not strike at 10 AM came on board at 3 PM
lowered 4 boats for 2 Whales struck one & killed
him the other went off spouting. Had a 4 boat
the Whale to ship secured him for the Right
& took in sail S. E. birds light wind from the North
Obs Lat 42.54 South

Tuesday
Jan 9th



Wednesday
Jan 10th

This day begins with light airs from NW at 5 AM
commenced towing at 8 PM 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000

Thursday
Jan 11th

Commenced with light winds from NW & thick weather
employed in sailing at 8 AM made sail steering
to the Eastward at 9 AM lowered 4 boats for Right
they went to windward did not strike came
on board & stood on at 1 PM lowered 2 boats for
a whale shot in thick fog came on board & took
in sail head & by W S. E. birds these 24 hours
Obs Lat 43.08 South

Friday
Jan 12th



First part light winds from the NW at 9 AM
steering SSE put 50 lbs of oil in the tank, latter part
in clearing some & mending boat at 12 PM 8 PM lowered 4
boats for a whale struck him with the waist boat & got stuck
the line in the labord boat killed & sunk him but 1 PM
S. E. birds Obs Lat 42.4 S

Ship Charles Phelps of Stonington Indian Ocean Jan

Friday
Janth 13

Commenced with brisk winds from N.W. steering S.E. at 5 AM steering E.S.E. strong winds & cloudy employed in mending boat at 8 AM & kept the fore & main black & weather saw fin backs & ends Obs Lat 43.35 South

Saturday
Janth 14



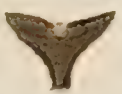
At these twenty four hours strong winds from N.W. steering E.S.E. employed in mending boat saw 2 Right Whales to the off to lower S. End, Obs Lat 44.00 S Long 112.56 East

Sunday
Janth 15



These twenty four hours began with strong winds from N.W. & a heavy sea steering E.S.E. at 5 AM saw a Right Whale to the off for whaling at 8 AM steering E. to E. End, Obs Lat 44.16 S Long 116.47 E

Monday
Janth 16



The first part of this day strong wind from the Westward steering E. at 4 PM spoke the Sargass Sea of New Bedford 18 months and 1800 Bbls the middle part steering E by S at 2 PM saw 2 Right Whales to the off to lower latter part steering E. saw large quantities of fin backs & ends

Tuesday
Janth 17

Commenced with brisk wind from the Westward steering E.S.E. middle part wind hauled to the North was employed in painting the Labor Boat saw 1 Whale part & a plenty of fin backs at 11 PM spoke the North America of New London 15 months and 1800 Bbls light winds & cloudy weather S. End, Obs Lat 44.26 S Long 122.14 E

Wednesday
Janth 18

At these twenty four hours strong wind from N.W. & cloudy steering from E by S to S by E saw 1 Whale fed & fin backs & ends Obs Lat 44.58 S

Thursday
Janth 19

This day began with strong winds from N.W. & thick weather steering E.S.E. at 8 AM the wind shifted to S.W. in a heavy squall shipped a sea in the Starboard Boat on the Laborer's main broke the forward davy & stove the boat twisted her up & have her under close reefed. Main top sail head S.E. at 1 PM wind hauled to North made sail steering E. employed in mending a new davy. latter part light winds & baffling steering E by S to End, Obs Lat 45.54 South

Friday
Janth 20

Commenced with baffling winds & squally steering E by S middle part strong winds from N.W. latter part strong gales from N.W. & squally steering E by S under 2 B. & C. top sails & ends Obs Lat 46.04 S Long 132.35 East

Saturday
Janth 21

The first part strong gales from N.W. steering E by S under close reefed main & 2 B. & C. top sails & fore & main middle & latter part the wind S.W. by W with heavy squalls of rain & hail steering E. at 7 PM let out main & fore & set main & fore, S. End, Obs Lat 46.28 S Long 135.29 E

Wife Charles Phelps of Stonington Indian Dec 1893

Sunday,
Jan^y 22

These twentyfour towrs begining with strong winds from
S.W. by W steering E. & N. & S.W. were pleasant all sail
set steering E. by S. Middle & latter part pleasant
S. ends
Obs Lat 46-42 S Long 140-12 E.

Monday
Jan^{ry} 13

At these twenty four hours light winds, we kept
steering & put the Starboard Boat out took in the
Starboard Boat & men did not see anything & Ensign
V. L. L. 4. 5. 8

Brooklyn
Jan 4. 24

The first part of this day light winds from the Westward
Steering E. the Middle part the Wind is employed
in pursuing Stubord Boat the latter part Wind
N E heading ESE Sun & Tribuck & 1 Sulphur Boat
So Ends Vhs Lat 47.28 South

Thurs. m. 15

Commenced with brisk wind - ran N. E. & thick weather
hauled E. at 1 P.M. reduced to 2 Reefed topsails at 4
P.M. heavy squall with Thunder & Lightning took sail in
& hove to under Close Reefed main- & mizzen
Wind hauled to N.W. Kept off E. & set foresail
at 8 Wind W. by N. saw many S. Birds N. W. by S.

Whurzelung
Jan^y 26

First part of this day Boffling winds & Squally Steering
 & middle part light Wind from W & pleasant weather
 part light Winds from NW Steering E by S Sun
 Nothing so cruel. Was Lat 48.42, S Long 181. 42 East

Friday
June 27

All these twentyfour hours brisk wind from N.W.
 steering E by S. To E by N. All sail set & pleasant
 weather saw nothing - 50 fms
 Obs Lat 49. 11 S Long 115. 50 E

Saturday
Jan^y 28th

The first part of these twenty four hours Brisk wind from
NW & pleasant weather steering E & the latter part
Wind N. with passing clouds - at 6 PM single reefed
the fore & main top sails set top gullent sails over them
Saw nothing so ended
Vls Sept 4th 11 S Long 160° 04 E

Sunday
Jan^y 29

Commenced with strong wind from N steering E & E
at 4 AM wind hauled to NW steering N E by E at
11 AM wind hauled to W course E & E latter part
light breeze & pleasant course N E by E saw one Pinkback
Se. Birds. (Obs. Lat. 43. 16 S Long 158. 30 East)

Worcester +
June 11 30

This day begins with light Buffling winds steering N & by East
2 P.M. wind hauled to E & heading N at 8 P.M. Wind shifted
to E by S. at 9 P.M. lowered for a Night. Whale did not strike out.

The said W. H. Smith
intended to get
the book to present
them to the

3 Wm. Seaton H. Smith up to the main rigging the
Captain gave him 38 lashes for endeavoring to poison the
Officers by putting Cadomil & jalap & other stuff in bread
the other threatened to kill Warrington Fletcher & Charles
with a Dirk & Carving Knife & any other that molested them He
tried to hire a Portuguese to commit a Souldony for these crimes He
and the above named Lashes with a 6 guiled Cat put them in Scour
Wm between Deck & in Sail Hoist & Feb 29. 51 Long 183 1, 183

Ship Charles Phelps of Stonington Cruising Feb 1843

Tuesday
Janth 31

Commenced with strong winds from N. N. W. & thick rainy weather at 4 o'clock set 2 Reefed topsails steering N. E. by E. at 10 o'clock heavy squall of wind & rain took in fore & mizen sails parted the fore rope to the Foremast & bent a new one at 12 o'clock moderate weather made sail steering N. E. at 3 o'clock saw a light whale going quick to the wind did not lower at 12 o'clock 2 PM lowered for a while with 3 Boats did not strike at 12 o'clock 3 PM made Knight Island bearing N. N. W. Distance 15 Miles latter part light winds from N. E. at 8 took in sail heading S. W. W. Smith in Dunes So Ends at 10 o'clock

Wednesday
Febth 1 - 1843

This day began with light winds from the Westward at 4 o'clock strong gales from S. set Single Reefed topsails steering E. by S. at 5 o'clock moderate set all sail middle part squally latter part fresh winds from S. W. by S. steering N. E. by E. saw Finbacks at 8 o'clock took in sail head S. E. by E. So Ends at 10 o'clock

Thursday
Febth 2

Commenced with strong gales from S. W. & squally at 4 o'clock set 2 Reefed foretopsails & kept off at 6 o'clock made the Land saw Finbacks at 8 o'clock thick weather took in sail head S. E. by S. So Ends

Obs Lat 47° 23' S Long 170° 18'

Friday
Febth 3

These twenty four hours began with brisk wind from the Southward at 4 o'clock made sail & stood in for the Land at 8 o'clock hove aback off Port Charles & set William H. Smith on shore a boat came along side & we brought some fish Calm pleasant weather at 5 PM light wind from N. N. W. steering E. So Ends

Saturday
Febth 4

First part of this day Brisk Wind from N. N. W. steering E. at 10 o'clock took the Ship Keweenaw of South River Captain Atter 15 minutes out 2400 Whales & 3000 Spinn Oil - the latter part Light Winds & pleasant steering E. by S. saw Hump Backs & Fin Backs So Ends

Obs Lat 47° 11' S Long 175° 45' E

Sunday
Febth 5

Commenced with light winds from N. E. steering N. E. by E. at 4 o'clock 10 of the foremast hands were taken sick being poisoned by eating Fish Liver gave them medicine which eased the pains in their heads & bowels latter part wind the same So Ends

Obs Lat 48° 52' S

Monday
Febth 6

The first part of this day light winds from N. E. steering N. E. by E. in ship duty latter part moderate at 3 PM steering E. saw Fin Backs So Ends

Obs Lat 49° 58' S Long 177° 53 1/2' E

Ship Charles Phelps of Newington - Pacific Ocean

Tuesday
Feb ^{the} 7

Commences with brisk winds from S & steering
E at 2 AM the wind shifted at noon steering
E by N employed in ships duty. Sent new
main sail main top gale ensail for top sail yel
& spanker. latter part wind WSW saw nothing
So Ends
Obs Lat 45.25 S Long 177.03 W

Wednesday
Feb ^{the} 8

The first part of this day brisk wind from SW
steering E & E at 4 AM kept off S & E at 7 AM sent
fore top gale ensail & sent new one Middle & latter
parts strong wind some squally at 4 PM reefed
the mizen top sail saw nothing so Ends
Obs Lat 44.37 S Long 174.01 W

Thursday
Feb ^{the} 9

All these twentyfour hours strong winds from SSW
to S by W the first & middle parts steering S & E
the latter part steering N by E saw nothing so Ends
mended the fore topmast stay sail
Obs Lat 42.28 S Long 171.11 W

Friday
Feb ^{the} 10

The first part brisk wind from SSW steering N by E to
S by E at 4 PM sent up fore topmast standing sail
boom & set the sail Middle part wind & steering
S & E employed in ships duty latter part light
winds from S by S saw nothing so Ends
Obs Lat 40.06 South

Saturday
Feb ^{the} 11

All these twentyfour hours light winds from S to SE
steering N & E employed in ships duty saw nothing
so Ends
Obs Lat 38.35 South

Sunday
Feb ^{the} 12

All of these twentyfour hours light winds from
SSW to S the first & middle parts steering S & E the
latter part N by S saw nothing so Ends
Obs Lat 36.15 S Long 168.47 W

Monday
Feb ^{the} 13

The first part of this day light baffling winds steering
S & by S the middle & latter parts light wind from
SE employed in ships duty saw nothing so Ends
Obs Lat 35.02 S Long 167.51 W

Tuesday
Feb ^{the} 14

Commences with light winds from SSW steering
N by N middle & latter parts brisk winds from
SW by S steering N & E employed in ships duty
saw flying fish so Ends
Obs Lat 35.07 S

Wednesday
Feb ^{the} 15

All these twentyfour hours strong winds from
SSW to S & steering S & E at 4 PM took in
top gale ensail employed in ships duty saw nothing
so Ends
Obs Lat 31.28 S Long 160.12 West

Thursday
Feb ^{the} 16

Commences with strong winds from SE steering N by S at 2 PM
reefed top sail wind increases at 9 AM reduced to close reefed main
top sail & fore sail at 4 PM furled fore sail heavy gale & a bad squally
at 4 PM hove to working S & E heavy squalls & hail weather
seemed then but so for the night so Ends
Obs Lat 29.35 South

Feb 1845

Ship Charles Phelps of Stonington Pacific Ocean

Friday
Feb 17

Commences with heavy Gale from S E lying with
close reefed main topsail main spancer & fore
topmast staysail heading E & S at 5 PM wind
hauled to the ship pitched into a heavy sea &
Carried away the jib boom & fore topgallant mast
all hands employed in getting in the jib flying
jib & the boom & rigging & securing down the topgallant
mast & rigging at 10 got all secure at 5 PM
Wind S by W & more moderate Kept off S E by S
& set fore sail So Ends there twentyfour hours
(Obs Lat 29.19 S Long 153.21 W)

Saturday
Feb 18

The first part strong Gale from S by W & a heavy sea steering
N E by N Middle part more moderate made some sail
employed in ships duty the latter part Wind S W by S
steering N E all sail out So Ends
(Obs Lat 27.44 S Long 156.16 W)

Sunday
Feb 19

The first & middle parts of this day light winds from
S W by S & pleasant weather steering S E the latter part
light wind from S E So Ends there twentyfour hours
(Obs Lat 25.26 S Long 159.27 W)

Monday
Feb 20

Commences with light winds from S E & pleasant
weather steering N E employed in fitting a new
jib boom sent it out & hauled the jib middle
part Wind E E the latter part wind fresh from
S E by E steering S E by S thick cloudy weather
So Ends
(Obs Lat 25.01 S Long 162.17)

Tuesday
Feb 21

All this day baffling winds steering S E by S to S E
employed in making fore topgallant mast & other
ships duty So Ends there twentyfour hours
(Obs Lat 23.15 S Long 165.05)

Wednesday
Feb 22

All of these twentyfour hours light baffling winds &
calm sent up fore topgallant mast & staves down
50 Bbls of oil in the after hold laborer side at 5 PM
made Namitua Island bearing N Distance 20 miles
the ship heading S by W the Wind S E by E So Ends
(Obs Lat 23.10 S Long 167.30)

Thursday
Feb 23

Commences with light winds from S E by E heading
S by W employed in ships duty at 2 PM stood in
to the line & hove to a canoe came along side
with 4 men brought nothing to trade at 5 PM
forward & stood on head S by E saw a Bayne ship to
windward So Ends
(Obs Lat 22.42 Long 168.48)

Friday
Feb 24

All these twentyfour hours light baffling wind from
S E to E by N & pleasant weather heading from S by E to N E
employed in working ship & saw nothing So Ends
(Obs Lat 24.11 S Long 171.07 W)

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Ship Charter Sheets of Stonington Pacific Jan Feb 1843

Saturday
Feb 18th 25

First & middle part of this day light Wind from E by S & pleasant weather heading E by E employed in Ships duty Stoked the anchors & put them on the Bines latter part Wind E by S head S E by N Saw Nothing So Ends
Obs Lat 18.57 S Long 150.57 W

Sunday
Feb 19th 25

Commences with light Wind from E by S heading S E by E at 4 AM Wind veered to N E & backed Ship to ESE latter part light airs & baffling Saw Nothing So Ends
Obs Lat 18.57 S Long 150.08 W

Monday
Feb 20th 25

All these twentyfour light baffling Wind from the Northward & gradually heading to Eastward employed in banching Bone & then overboard 2 Cask of Beans being wormey Saw Nothing So Ends So Obs

Tuesday
Feb 21st 25

First part Brisk Wind from N E heading E middle part Baffling employed in Ships duty latter part Wind S E heading S E by W Saw Nothing So Ends
Obs Lat 18.51 S Long 148.38 W

Wednesday
March 1st 1843

All these twentyfour hours light Wind from N E to N E by E heading S E by W & N N W employed in Ships duty Saw Nothing So Ends
Obs Lat 18.50 S Long 149.18

Thursday
March 2nd

First part of this day Brisk Wind from N E by E heading S E by W at daylight stood close in to the Island of St. Kitts light baffling Wind & Calm at 2 PM spoke the young Eagle of Nantucket so mounth out 2000 Spinn bound home sent letters - got up the Chairs & bent them Calm pleasant Weather So Ends

Friday
March 3rd

Commences with Brisk Wind from N E continuing up for St. Kitts at 8 AM Captain went on board laying off & on with the Ship at 12 past 6 PM Captain came on board got a few things heaved forward & stood on heading N E by W So Ends

Saturday
March 4th

First part of this day Brisk Wind from N E heading N E by W middle part light Wind from N E by E head N N W on bent the Chairs from the Anchors & stowed them away filled the tanks with salt water & the empty Cask in the Main hold to trim the Ship latter part Wind Baffling tacked Ship at 5 PM heading N E So Ends
Obs Lat 16.16 S Long 150.47 W

Ship Charles Phelps of the brigadier Bound North March 1847

Sunday
March ^{the} 5

The first & middle part baffling winds Working the ship to Northward the latter part light winds from N.E. & S.W. & saw nothing So Ends
Obs Sat 15.44 S Long 150.56

Monday
March ^{the} 6

Commenced with light winds from N.E. heading N.W. the middle part wind S.W. & employed in ship's duty & making a gib boom latter part squally & heavy from S to N.E. heading N.W. & S.W. So Ends
Obs Sat 14.29 S Long 151.03 W

Tuesday
March ^{the} 7

The first part of this day brisk wind from E.N.E. heading N to S.W. the middle part baffling winds employed in fitting rigging & making gib boom &c latter part light baffling winds & Calm saw nothing So Ends Obs Sat 13.49 S

Wednesday
March ^{the} 8

First middle part light winds from E steering N.W. employed in ship's duty sent out under a boom latter part Calm saw nothing So Ends
Obs Sat 12.32 South

Thursday
March ^{the} 9

The first part of this day Calm & rainy the middle & latter part light wind from the Northward heading E.S.E. employed in ship's duty painted the gib boom saw nothing So Ends
Obs Sat 12.20 S Long 150.47

Friday
March ^{the} 10

All of these twenty-four hours Calm pleasant weather employed in ship's duty sent out flying gib boom & bent the sail saw nothing So Ends
Obs Sat 12.33 South

Saturday
March ^{the} 11

All these twenty-four hours light winds from N.W. & to N.E. heading from E to N.E. employed in ship's duty set up the black smith's forge painted gib boom &c saw nothing So Ends Obs Sat 12.13 S Long 149.66 West

Sunday
March ^{the} 12

The first part Calm the middle part light winds from the Northward steering N.W. & the latter part Calm So Ends Obs Sat 11.54 South

Monday
March ^{the} 13

Commenced with Calm pleasant weather the middle part light wind from N to N.E. working ship to Northward employed in taring rigging the blacksmith fixing some iron work for the ship the latter part light wind from N.W. heading N.E. & S.W. saw nothing So Ends Obs Sat 11.37 South

Tuesday
March ^{the} 14

All this day light wind from N to N.E. heading from N.W. to N.E. employed in taring rigging & other ship's duty saw nothing So Ends
Obs Sat 10.58 S Long 150.01 W

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Ship Charles Phelps of Stonington Bound North March 1893

Wednesday
March 15

The first part of this day light wind from N by E heading N by E at 7 AM put to the windward of Caroline Island Distance 3 miles the wind hauled to ESE heading N by E employed in ship's duty saw black fish latter part fresh from E by S to E ends there 24 hours

Obs Lat 9.34 S Long 150.22

Thursday
March 16

All these twentyfour hours Brisk Wind from E to ESE steering N by E to NNE heavy sea from the Northward the watches employed in making Spinn yarn saw nothing so ends

Obs Lat 9.23 S Long 149.54 W

Friday
March 17

Commences with strong trades from ESE steering NNE the middle part wind E employed in mending sails & making spinn yarn latter part light wind from ENE heading N to E ends

Obs Lat 9.58 S Long 149.26 W

Saturday
March 18

All these twentyfour hours Brisk Wind from ENE heading N employed in mending foresail & making spinn yarn saw nothing so ends

Obs Lat 3.15 S Long 148.43

Sunday
March 19

All these twentyfour hours Brisk Wind from E to E by S heading N by E saw nothing so ends

Obs Lat 1.18 South

Monday
March 20

Commences with Brisk Wind from E by S steering N by E fine pleasant weather employed in ship's duty blacksmithing &c latter part wind E steering NNE to E ends

Obs Lat 0.22 N Long 148.40

Tuesday
March 21

First & middle parts of this day Brisk Wind from E steering NNE employed in painting deck Eyes Companion way Round House &c latter part Wind E by S saw nothing so ends

Obs Lat 2.14 N

Wednesday
March 22

Commences with Brisk Wind from E by S steering NNE at 7 AM fresh squalls with rain middle part pleasant employed in ship's duty at 9 AM squally the wind from N E by S heading N by S single reefed the top sails & set topgallant sails over them a large sea from the Northward so ends

Obs Lat 4.30 N

Thursday
March 23

All these twentyfour hours Ruffling wind squally with rain steering to the Northward saw nothing so ends

Obs

Ship Charles Phelps of Stonington Bound North March 1843

Friday
March ^{the} 24 First part of this day strong trades from N E by E steering N by W the middle part baffling & some rain latter part brisk wind & pleasant employed in ships duty So Ends Obs Lat 43.51 N Long 197.51 W

Saturday
March ^{the} 25 Commences with strong trades from N E by E steering N by W the middle & latter part wind N E & some squalls of rain steering N N W employed in ships duty So Ends Obs Lat 43.32 N Long 198.20

Sunday
March ^{the} 26 All these twentyfour hours brisk trades from N E steering N N W Saw nothing So Ends Obs Lat 44.36 N

Monday
March ^{the} 27 The first & middle part of this day strong trades from N E steering N N W fine pleasant weather the latter part wind N E by E steering N N W employed in ships duty Saw nothing So Ends Obs Lat 45.2 N Long 199.28

Tuesday
March ^{the} 28 The first part of this day brisk wind from N E by E with pleasant weather steering N by E the middle part wind E set steaming sails employed in ships duty the latter part light wind from SE Saw nothing So Ends Obs Lat 46.02 N Long 199.45 W

Wednesday
March ^{the} 29 The first & middle parts of these twentyfour hours light wind from SE & cloudy steering N by E the last part brisk wind from SSE with heavy rain at 5 PM took in studding sails So Ends Obs Lat 47.34 N

Thursday
March ^{the} 30 Commences with fresh wind from SSE & thick rainy weather steering N by E at 3 PM wind hauled to W SW shortened sails & hauled back at 5 PM made sail steering N by E at 12 PM spoke the Mogab of New London 6 months out 175 Blk Spinn & the Superior of New London 6 months out No Oil latter part Calm So Ends Obs Lat 49.30 North

Friday
March ^{the} 31 All these twentyfour hours light wind & calm sailing to Westward 3 Ships in sight Saw nothing So Ends Obs Lat 49.24 N Long 193.32

Saturday
April ^{the} 1 1843 These twentyfour hours began with light wind from the Eastward steering N W thick weather with rain middle & latter part light baffling wind 3 Ships in sight heading to the Westward So Ends Obs Lat 49.39 North

Sunday
April ^{the} 2 Commences with calm thick rainy weather at 12 PM brisk wind from E steering N W Saw the flames from the Beacon on Cockytree Middle & latter part light wind from N E steering N W at 1 PM called all hands aft for Religious worship So Ends in Company with the Superior of New London Obs Lat 50.44 N Long 193.52 W

Ship Charles Phelps of Wilmington. Nov 1843

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Monday
April the 3

Commenced with calm pleasant weather at 8 AM light wind from S heading S.W. Went in to discharge Captain Went on board the Superior of New London at 8 AM Stood Close in to the E end of Mower tacked ship the wind S E at 7 Captain Came on board So Ends Obs Log 20.26 North

Tuesday
April the 4

All these twentyfour hours light wind from S E Working along the land in Company with the Superior of New London at 5 PM bent the Chains & bent them fine pleasant weather running down for Mower Harbor So Ends

Wednesday
April the 5

Commenced with brisk wind from S E lying off on between Mower & Morston at 10 AM Kept off for Lakawin at 10 AM came two in 20 fathoms of water with Starboard anchor & 60 fathoms of Chain furled Sails & sent 10 back on shore for water the Superior of New London came in & 2 other ships making 13 ships employed in scraping ship & C So Ends fine pleasant weather

Thursday
April the 6

All these twentyfour hours fine pleasant weather at 6 AM got off a hapt of water to heat the ship at 8 AM sent one half of the crew on shore the rest employed in painting the starboard side of the ship 11 ships came in at 6 PM the men all came off So Ends

Friday
April the 7

All these twentyfour hours fine pleasant weather got off 25 Bbls of Irish Potatoes one half of the crew on shore the rest employed in painting ship took 2 Bbls of Oil on shore to pay for Potatoes at 6 PM the men all came off 5 ships came in So Ends light wind from S E

Saturday
April the 8

All this day light wind from S.W. & pleasant weather at 8 AM one half of the crew went on shore the rest employed in painting at seven the North America of New London came in Mocking 24 in this harbor at 6 PM the men all came on board & we had a Prayer Meeting So Ends

Sunday
April the 9

All this day fine pleasant weather with light wind from S.W. one half the crew on shore the rest employed in painting got off a boat load of Potatoes 4 goats & 2 ships came in & one went out at 6 PM the men all came on board So Ends

Monday
April the 10

All these twentyfour hours pleasant weather the crew went on shore to Church it being Sabbath day at this place in the evening went to Conference meeting on board the South involving of New Bedford

Ship Charles Phelps of Stonington Nov 27 April 1843

Tuesday
Aprilth 11

At 6 there twentyfour hours pleasant weather with light winds from S.W. one half the crew on shore the rest employed in stowing water sent 10 cask on shore for water & ships came in making 33 in all S. Ends

Wednesday
Aprilth 12

Commenced with a pleasant weather at 8 AM got off a raft of water at 9 one half of the crew went on shore the rest employed in stowing water at 11 AM heavy squalls from the northward let go the starboard anchor latter part pleasant 2 ships came in & 2 went out S. Ends the crew all on board but the natives put him in the fort ---

Thursday
Aprilth 13

At 6 this day squally weather one watch on shore the rest employed in getting off potatoes & beans at 6 AM have up the starboard anchor at 3 PM Joseph broke a Porteguese fell from the main yard to the deck fractured the bone above the knee & sprain his ankle Perry boat went on shore got the doctor & he fixed it 2 ships came in making 33 at 5 PM all the crew on board but the cook he in the fort at 7 went to church on shore S. Ends

Friday
Aprilth 14

At 6 there twentyfour hours baffling wind & squally one watch on shore the rest employed in getting off recruits got off 195 Perkins took 2 Bbls of Oil on shore at noon the doctor came off to see the sick man at 5 PM all the men came off took the cook out the fort at 7 PM went on shore to meeting 2 ships went out

Saturday
Aprilth 15

At 6 this day fine pleasant weather one half the crew on shore the rest employed in ships duty shifted the boom from the foremast fixed the tiller & got off 7 goats & 7 Perkins 2 ships came in & one went out at 6 PM the crew all on board at 7 went on board the Galeon Honduras to meeting S. Ends

Sunday
Aprilth 16

At 6 there twentyfour hours pleasant weather with baffling winds one half the crew on shore the rest employed in getting off recruits of Drinking Union & C the Superior & North America of New London went out & one other ship 38 ships in sight bound in at 3 PM doctor came off to see the sick man at 6 PM all the men on board S. Ends

Ship Charles Phelps of Stonington Bound North April 1843

Monday
April the 17

All this day Buffling wind & pleasant weather at 11 AM went on shore to Church 3 Ships Came in So Ends One man sick & off duty

Tuesday
April the 18

Commences with calm pleasant weather at 5 AM all hands employed in stowing the Starboard anchor & Chain took in the spare boat & put her over board at 1 PM Captain came off Ship took a Native of the Island at 1 PM past 1 PM took over anchor & stood out for Sea in Company with the Sloop of Sag Harbor Brisk winds from N E all employed in stowing anchor & Chain & at 4 PM took in topgallant sails & stood out betwixt Weather & Morotai heading N the wind E N E So Ends

Wednesday
April the 19

All these twentyfour hours Brisk wind from E N E Steering N at 2 PM Set fore & main topgallant sails the watches employed in Ships duty So Ends Joseph got sick & off duty Lat 22° 30'

Thursday
April the 20

Commences with Brisk trades from E N E Steering N the middle part some rain employed in Ships duty the latter part light wind & pleasant all sail set saw nothing So Ends Obs Lat 24° 56' N

Friday
April the 21

The first & middle part of this day light wind from E N E Steering N hauled the old fore sail fore topsail & topgallant sail main topsail topgallant sail & spanker the latter part strong wind from N E by E heading N by W saw nothing Nothing So Ends Joseph got off duty Obs Lat 26° 57' N

Saturday
April the 22

All these twentyfour hours strong trades from E N E Steering N a heavy sea running from the N all employed in Ships duty Painted the Starboard Boat saw nothing So Ends Obs Lat 28° 25' N

Sunday
April the 23

Commences with strong trades from E N E Steering N the middle part the wind E at 11 AM past a Barque Ship Steering N E took fire to be the North America of New London at 10 AM called the crew up to attend meeting the latter part the E S E Steering N by E at 7 PM took in the main topgallant sail saw nothing So Ends Obs Lat 32° 30' N Long 156° W

Monday
April the 24

The first & middle part of this day strong wind from S E with passing clouds Painted the Main Boat under the flying jib & sent in the boom at 1 PM took in the Bow Boat to fix for painting at 3 PM took in topgallant sails thick weather & some rain with strong wind from S E saw whale feed at 5 PM wind hauled to S W heavy rain & kept till 11 PM So Ends Obs Lat 35° 15' N

Ship Charles Phelps of Stonington Bound North April

Tuesday
April ^{the} 25
The first part light baffling Wind from the South & West with thick rainy weather steering & the middle & latter part Brisk Wind from NW & pleasant employed in Ship's duty Painted the Spare Boat & thick green water large quantities of things on top resembling & harbinger men of war saw a ship astern so ends this day Joseph Joka off duty Sick Obs Lat 34.00 N Long 153.51

Wednesday
April ^{the} 26
Commenced with light Wind from NW & pleasant steering & the middle & latter part Brisk Wind from NW & some squales employed in fitting a Spare Boat & saw Hump & Finback so ends Joseph Joka off duty with a broken Leg
Obs Lat 39.16 North
at 6 PM saw 8 Right Whales covered 3 Boats did not strike a man on board & took in sail Washington Sick

Thursday
April ^{the} 27
At these twentyfour hours Brisk Wind from SW by W at 12 past 4 PM made sail steering & the weather hazy saw finback at dusk took in sail head & by W Washington Fletcher & Joseph Joka Sick so ends
Obs Lat 40.23 N Long 154.51 W

Friday
April ^{the} 28
The first & middle part of this day Brisk Wind from NW & pleasant weather at Daylight made sail steering & employed in Ship's duty Painted Spare Boat the latter part thick rainy weather at 12 past 7 took in topgallentails 3 men Sick & off duty saw nothing so ends
Obs Lat 42.01 North

Saturday
April ^{the} 29
This day began with strong Wind from SSW & thick rainy weather steering & at 2 AM the Wind hauled to WSW & reefed the topsails frequent squales of hail & rain the latter part the same saw nothing at 12 past 7 took in sail for the night so ends Washington Fletcher H. Coals & Joseph Joka Sick
Obs Lat 44.23 N Long 149.45 W

Sunday
April ^{the} 30
Commenced with strong Wind from S by W & squally at Daylight made sail to 2 reefed topsails steering & the middle part the same the latter part cold cloudy weather the wind from SSW at 8 took in sail so ends
Obs Lat 46.08 N Long 148.30 W

Monday
May ^{the} 1. 1848
The first part light Wind from SSW & hazy weather some rain at daylight made sail steering & at 6 AM Wind hauled to NW & increased at 8 AM took in topgallentails at 1 PM single reefed the topsails strong Wind & cloudy cold weather at 5 PM saw 2 Whales to Windward took them to be right Whales too off for whaling saw Finback & strong gale from NW at 12 took in sail heading & Washington Fletcher H. Coals & Joseph Joka Sick, Richard Johnson fell overboard covered a Boat & picked him up so ends
Obs Lat 47.08 N

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Ship Charles Phelps of Stonington Cruising May 1845

Tuesday
May the 2

Commences With brisk Wind from WSW & Squally at 5
AM made sail to single reefed topsail steering S and
Sawback at 10 AM saw a right whale to windward too
nuff to whale at 3 PM the three hauled to SSW thick
weather with rain & snow took in mainsail & mizen
topail at 5 took in sail for the night heading S so ends
Lat 48° 08 North

Wednesday
May the 3

Commences With strong Wind from SSW & Squally at
12 past 4 AM more pleasant made sail steering S at
7 AM lowered 4 Boats for a Right Whale Saws calf
could not get hold of them at 11 AM came on board
& stood on a fine pleasant weather latter part the
Wind hauled to SE & hazy weather at sunset took
in sail Washington Fletcher came on board Wm Coal
& Joseph Joka Sick & off duty so ends
Lat 48° 57 N Long 145° 23 W

Thursday
May the 4

Commences With heavy gales from SE lying to under
close reefed main topsail at 8 AM Wind hauled
to S & Clear Weather made sail steering SSW at
6 PM saw a Rite Whale going quick to SE at 9
past 5 saw another lowered 3 Boats & struck him
With the Starboard Boat Iron broke came on board
& took in sail head N E the Wind SE the
Starboard Boat above water in the bow so ends
Lat 48° 53 N Long 145° 30 W

Friday
May the 5

This day begins With brisk Winds from ESE & hazy weather
at 4 AM made sail steering NNE by 8 AM made the
Starboard & the middle part thick & rainy at 1
PM took in the fore & mizen topsails & hove to head
N E at 12 past 3 more pleasant made sail steering
NNE the Wind hauled to SSE at 12 past 4 some
rain took in sail head E. Saw nothing so ends

Saturday
May the 5

Commences With brisk Wind from SSE & some Squally
of sail at 4 AM made sail steering NNE at 8
at 11 AM steering NNE at 9 saw a Right whale
Single reefed the topsails & lowered 3 Boats for the
whale W B went onto did not steer he started
the Boat & started the Starboard streak from the head
came on board & reefed the topsails heading to SSW
at 2 PM saw a small Right Whale lowered 3 Boats
struck with the S B fresh Wind & a bad sea whale
was quick to windward parted the line lost
about 30 fathoms & 2 Irons came on board & hove
to under close reefed main topsail strong gales from
E & E & thick Rainy weather Wm Coal & Joseph Joka
Sick & off duty so ends Lat 51° 59 N Long 145° 00 W

Ship Charles Phelps of Stonington Cruising May 1843

Sunday
May ^{the} 7

This day begins with strong gales from the Eastward & thick rainy weather lying under close reefed main topsail at 1 PM wind hauled to the Westward & made sail steering N E. heavy sea at 7 PM spoke the Bartholomew's Island of Falmouth Portugal Water 91 mounth's run 1000 sperm had a right whale calf along side we saw one but to late to ruff to lower took in sail head N by W the wind W S W & cloudy So Ends
Lat 52° 18' N

Monday
May ^{the} 8

Commences with brisk wind from the Westward heading N at 10 AM strong gales took in foresail at 2 close reefed the main topsail the wind hauled to W S W heading N heavy sea going the middle part clear weather the latter part cloudy saw nothing So Ends
Lat 52° 28' N

Tuesday
May ^{the} 9

L B
Sunk



Commences with strong wind from W S W & thick weather at 9 AM wind hauled to the Southward & the fog cleared off made sail steering N E at 5 PM lowered 3 Boats for a right whale struck him with the Surber Boat killed him with an iron in the chest & he bent lost 3 bars & about 4 fathoms of line came on board at sunset took in sail calm hazy weather So Ends
Lat 52° 38' N Long 144° 26'

Wednesday
May ^{the} 11

This day begins with calm hazy weather at 4 AM heavy gales from S by E close reefed the main topsail took in the foresail middle part more pleasant the latter part brisk wind from the S S E & thick fog with some rain wore ship to W So Ends
Lat 53° 10' N

Thursday
May ^{the} 11

The first part of this day calm & foggy at 8 AM light winds from S E fog lit up made sail steering N E at 2 PM wind hauled to S W thick & rainy last part thick fog & light wind from W S W at Sun set took in sail 5 men sick & off duty saw nothing So Ends

Friday
May ^{the} 12

Commences with brisk wind from N. N. W at 4 AM made sail steering N at 8 AM tacked ship to S W clear weather at 3 PM saw a right whale however 3 boats did not strike came on board & stood on at 5 PM lowered 3 Boats for another could not get fast came on board & took in sail light wind & cloudy head N E green water 11 PM fog got better came on duty So Ends
Lat 53° 36' N Long 144° 45'

Saturday
May ^{the} 13



Beginning with calm hazy weather at 5 AM lowered 4 Boats for a right whale struck & killed him towed him to ship & at 12 PM commenced cutting at 1 PM finished cleared up decks commenced boiling light winds from S E by S head S by E at 7 PM took in sail nothing in sight So Ends
Lat 53° 23' N Long 145° 17'

Ship Charles Phelps of Stonington Cruising May 1843

Sunday
May the 14

This day begins with brisk wind from SSE and cloudy at 5 AM made sail heading SW imployed in boiling at 2 PM saw a Right Whale lowered 3 Boats struck him with the Larboard Boat soon came out came onboard at 4 PM thick fog at 7 took in sail head SW 11^m Coal & Joseph Joka Sick & off duty So Ends

Monday
May the 15

The first part of this day Calm hazy Weather imployed in Boiling saw 2 ships & a Whale came one ship Boiling at noon light winds from ESE steering S latter part thick fog at 7 PM took in sail saw No Whales So Ends Lat 53.33 North

Tuesday
May the 16

Commenced with light wind from SSE & thick foggy weather at 2 PM finished Boiling at 5 AM fog cleared up made sail stowed 20 barrels of Oil in the Pump & filled 2 Tanks between 11 & 12 spoke the Friendship of Fair Haven Baber Master 15 months out 1850 Bbls had a Whale along side the first this season had been into 55th saw nothing latter part brisk winds from SSW steering SE thick hazy weather at 3 PM 3rd Whale in sight to late to lower took in sail 4 men Sick & Ends Lat 53.35 N Long 145.54 W

Wednesday
May the 17

This day begins with brisk wind from SSW & thick weather at 4 AM made sail heading SSW at 8 thick fog & strong wind from SSW tacked ship steering ESE at 10 AM saw a Right Whale lowered 3 Boats could not get past came on board & hefted the topsails at 2 PM took in the fore & main topsails & jib at 4 fog lit up set them again at 5 spoke the Drabellow of Sag Harbor Babcock Master 20 months out 1350 Bbls 500 of it Spum at 7 took in sail strong wind & hazy weather So Ends Lat 53.35 N

Thursday
May the 18

The first part light winds from SSW & pleasant weather at 7 AM 3 Right Whale in sight lowered 4 Boats struck one of them with the Larboard Boat & the 2nd Boat struck the same Whale he sounded heavy the 2 Boats soon came out Whale went to windward the 3rd Boat lost 25 fathoms of line & one Iron came on board strong wind from SE & thick fog at 4 PM spoke the Singham of Mystic Eldridge Master 9 months out 600 Bbls all hands imployed in cleaning bones at 7 took in sail So Ends Lat 53.35 N

Friday
May the 19

All these twenty four hours strong gales from S to SE by S lying under Closter Reefed main topsail & fore sail head from N3W to S1 by S at 7 PM took in fore sail heavy gale & thick rainy weather So Ends

Ship Charles Phelps of Stonington Cruising May 1843

Saturday
May 20

Commenced with heavy gales from SE & thick Rainy weather
Heaving to SW under close reefed Main topsail heavy
Sea at 5 AM wore ship to SE the Wind SSW at 9 AM
more moderate set fore sail saw a ship to Eastward
at 1 PM light Wind & heavy Sea made sail at 2 Saw
a Right Whale at 3-2 in sight at 5 lowered 4 Boats
for a Cow & Calf struck the calf with the Larboard
Boat & the Cow with the W Boat killed them at 9
got the calf to ship the Cow 5 miles to Windward
the S Boat came on board left the Waist & Bow Boats
towing the Whale it being calm could not get
the ship to Windward so Ends this day



L B



W B

Lat 53° 25.8 Long 146° 16 W

Sunday
May 21

Whip relay begins with light airs from the Eastward & heavy Sea
2 Boats towing the above named Whale at 2 AM left it &
came to the ship at 6 AM commenced cutting at 8 finished
a member of Right Whale in sight we stood back &
forth looking for the dead Whale but could not
find it sent Mr Burch aboard the Bingham they
had not seen it & thought it sunk lost 3 Irons one
lance Wape & lantern at 10 AM lowered for Whales
did not get fast calm pleasant weather Captain
Edridge came aboard from the Bingham at 7
returned nothing in sight took in sail S Ends

+

Lat 53° 20.8 Long 145° 57 W

Monday
May 22

Commenced with light Wind from the Southward at
4 AM made sail heaving to the Westward at 5 AM
saw the dead Whale we left 2 nights ago with a
Wape & lantern at 1/2 past 6 took him along side
at 8 commenced cutting at 12 finished strong Wind
from WSW took in Sail Cleared up decks & commenced
Boiling at 3 PM wore ship heaving to at 5 AM
light Whales the weather clear pleasant S Ends

+

Lat 53° 33 North

Tuesday
May 23

The first part of this day light Wind from WSW
& pleasant weather employed in Boiling at 5 AM
made sail steering S at 10 AM saw a Right
Whale going quick to SW lowered 3 Boats did not
get fast came on board light Wind from S & dead
W SW at 5 PM saw a ship to leeward & Whale
to Windward to far of to go after at 7 took in
Sail clear pleasant weather so Ends

+

Lat 53° 41.8 Long 146° 05

Wednesday
May 24

Commenced with light Wind from S heaving to WSW employed
in Boiling at 4 AM strong Wind from SE & clearing
at 8 wore ship to SE filled 2 tanks with Oil Middle
& latter part thick foggy weather saw a ship
No Whales so Ends these twenty four hours

Ship Charles Sturdy of Stonington Crossing May, 1843

Thursday
May 25

Commenced with brisk wind from S by E heading E by S
thick foggy weather employed in boiling at 11 AM
commenced backing out the after to starboard
at 12 noon finished boiling at 1 PM finished
stowing oil put down 110 Bbls saw nothing so ends

Friday
May 26

After Whaling
in this day the pick
up a dead whale
in the evening

This day begins with thick rainy weather & brisk
wind from S by E heading E by S at 9 AM stopped
raining broke out the starboard side the fore
hold & stowed 30 Bbls of whale oil & one cask of
Sperm body marked 500 & one of head marked 50H
latter part weather the same saw nothing
so ends Lat 53.18 N

Saturday
May 27



Found Dead

Commenced with light winds from S by E heading E by S
thick foggy rainy weather at 8 AM wind shifted to
N by W fog lit up commenced cutting the whale being
burst had to reinge him at 1 PM finished lost the head
cleared up decks & commenced boiling the whale had
one iron & one gig in him with about 20 fathoms of line
latter part brisk wind from N by E & cloudy heading
SW saw nothing so ends these twentyfour hours

Sunday
May 28

The first part of this day brisk wind from N by W & squally
employed in boiling head to 8 AM at noon more pleasant
3 ships in sight standing to the west at 2 PM
the more ship heading N by E strong wind & cloudy
the latter part the same saw 40 whales so ends
Lat 52.57 N Long 145.04 W

Monday
May 29

Commenced with strong wind from NW & cloudy weather
at 2 PM finished boiling at 5 spoke the Envy of Providence
No Whales this season at 5 PM broke out the starboard
side of the fore hold for stowing oil put down 45 Bbls
at 10 finished heavy gales from NW & thick rainy
weather furled the fore sail latter part the same
head & E under close reefed main & mizzen so ends

Tuesday
May 30

This day begins with heavy gales from NW & thick
rainy weather lying under close reefed main & mizzen
heading NE at 5 PM more moderate set foresail at 7
commenced stowing oil in the fore hold put 30 Bbls saw
a right whale going to the northward quick at noon
pleasant weather made sail heading NW at 1 PM
lowered for a whale proved to be a finback at 3 PM
lowered & sent for 2 right whales struck one with the
barboard port line parted lost one seen commenced
employed in clearing bone saw nothing going to quick
to lower at 8 PM took in sail 2 ships & one whale in
sight so ends light wind from NW head E by E

Lat 52.26 N Long 144.03 W

Ship Charles Phelps of Stonington Cruising June 1843

Wednesday
May ^{the} 31



L B

Commences with light wind from N at 7 AM
lowered 4 Boats for a right Whale struck him
with the Larboard Boat the Waist Boat got the
With the Whales head the Captain took him
to the ship killed the whale & at 12 past 11 AM
hove to the ship & bent the mainsail at 2 PM
commenced cutting at 4 finished string wire
from N head E & E took in sail cleared up
decks & commenced Boiling Cloudy Weather
& some rain saw one ship & 4 Whales to day Sailed
Lat 52.11 N

Thursday
June ^{the} 1

This day begins with strong wind from N thick Rain
Weather heading E & E under Closter Keefed Main
topails & fore sails employed in Boiling Middle
part more pleasant moved the Waist Boat
at noon saw a ship standing to the Westward
latter part strong gales from NW & Cloudy
Saw no Whales to End Lat 52.02 N Long 143.14 W

Friday
June ^{the} 2



L B

Commences with strong wind from N & Cloudy weather
heading E & E employed in boiling at 4 AM
saw ship to NW at 8 pleasant weather made
sail at 10 lowered 3 Boats for a right Whale did
not get just at 1 PM saw another vessel 3 Boats
struck & killed him took him to the ship
at 5 commenced cutting at 12 past 11 finished
cleared up the sails Calm hazy weather to End
Lat 51.58 N

Saturday
June ^{the} 3

+

This day begins with Calm hazy weather all employed
in clearing away the Whale head & storing Oil in
the tanks at 6 started Boiling at 7 commenced break
ing out Betwixt decks for Pipe Shovels & heads saw
2 Whales going quick to the Northward did not lower
for them latter part light wind from N & E & E
& pleasant weather heading N by E to End Lat 52.00 N

Sunday
June ^{the} 4

All these twentyfour hours Brisk Wind from N E
heading N & W employed in boiling the Cropper setting
up Pipes for Water saw a ship & struck & killed
a right Whale to End Lat 52.15 N

Monday
June ^{the} 5

+

Commences with Brisk Wind from N E heading NW
employed in Boiling at 9 AM saw 2 Right Whales
lowered 3 Boats struck one with the Larboard Boat
the Bow Boat struck the same whale to bow
& parted the Iron Straps & lost him with 3 Irons came
onboard & went to drawing down Oil put down 15 lbs
in the main hatch & filled 3 Pipes with fresh Water
Betwixt decks at noon finished Boiling saw several
Whale Brisk Wind from NW heading NW dark
hazy weather to End Lat 52.48 N Long 144.33 W

Ship Charles Phelps of Stonington Cruising June 1843

Tuesday
June ^{the} 5

This day begins With Brisk Wind from NW heading
N.W. from Squally Weather at 4 P.M. commenced
bunkering out Water from the main hatch & filling
Pipes between decks at 9 commenced stowing Oil at
at 5 P.M. finished put down 125 bbls Cleared up decks
& made ship heading N.W. the Wind in Saw one Wh.
to day So Ends Lat 52° 42' N

Wednesday
June ^{the} 7

Commences With light Wind from the Westward
& Cloudy Weather With some fog at 7 P.M. made
Sail Steering is employed in gunning Bone at 11
A.M. lowered 3 Boats for a Right Whale did not
get fast Came on board & stowed in the Copper
Setting up Pipes at 3 P.M. saw a Whale toward
3 Boats for him strong Wind & a bad sea Caled
the Boats on board & took in sail filed 2 Pipes
With fresh Water at 5 P.M. strong gales from
E & Rainy heading S.S. under Close Reaped
Main Topsisail 3 Men sick & of duty So Ends

Thursday
June ^{the} 8

This day begins With heavy Gales from E & thick
rainy Weather heading S.S. under Close Reaped
Main Topsisail at 5 P.M. saw a ship standing
to the Southward Middle part Wind hauled
to S.E. heading S.W. all hands employed in
bunkering ship better part Weather the same
So Ends Lat 53° 15' N

Friday
June ^{the} 9

Commences With heavy Gales from S.E. & thick Rainy
Weather heading S.W. under Close Reaped Main
Topsisail at 5 P.M. the Wind hauled to S.E. more
pleasant made sail Steering & light the Copper
Setting up Pipes at 11 P.M. saw a Right Whale
going quick to the Windward to right to lower
batter part thick fog filled 4 Pipes With fresh
Water at 6 P.M. took in sail heading S.S.
So Ends Lat 54° 00' N Long 143° 33' W

Saturday
June ^{the} 10

This begins With heavy gales from S heading S.S.
& thick weather at 5 P.M. the Wind hauled
to S.W. where ship to it & took in sail at
some more pleasant made sail Steering S.S.
at 7 P.M. saw a small Right Whale toward
3 Boats Came in thick fog Came on board &
took in sail head to the Eastward So Ends
Lat 54° 32' N

Sunday
June ^{the} 11

Commences With light Wind from S.E. & thick foggy Weather
at 5 P.M. made sail heading S.W. at 7 P.M. fog thick
at 3 saw a Right Whale toward 3 Boats struck him
With the Wind part the line parted & lost him
shot in thick fog Came on board at 4 P.M. & took
in sail heading S. So Ends
Lat 54° 00' N

Ship Charles Phelps of Stonington Cruising June 1844

Monday
June 12th All these twenty four hours light wind from ESE to E & thick rainy weather heading from E to S & S by E employed in ship duty at 6 PM took in sail Saw nothing So Ends. Lat 53.35 N

Tuesday
June 13th Commences with light wind from E & cloudy weather at 4 PM made sail steering SSE at 7 PM saw a small Right Whale he went down we saw no more of him at 2 PM 2 Reaped the topsails at 4 strong gales & thick rainy weather took in sail heading SE the wind E & So Ends

Wednesday
June 14th This day began with light wind from the Eastward & thick foggy weather at 8 AM more pleasant made sail heading SE at 1 PM lowered 3 Boats for a Right Whale going quick Could not strike him came on board light wind & rainy weather there was a dead whale in sight went to him with a boat he was spoilt got 1 sperm & 50 fathoms of Maudslow's line. In the forenoon calm & rainy at 4 PM took in sail & ends Lat 52.13 Long 146.24

Thursday
June 15th The first part of this day calm rainy weather the middle part light wind from the Eastward steering E saw a ship boiling at 5 PM calm saw a Right Whale about 3 miles off shore 4 Boats Could not strike him came on board a look in sail light wind from E & So Ends

Friday
June 16th Commences with light wind from ESE & cloudy at 4 PM made sail heading SE at 7 PM saw a Right Whale going quick to the Eastward lowered 3 Boats Could not strike him shot in thick fog & strong wind at 5 PM spoke the William Ten of Falmouth Captain Lincoln 20 months out 30 Blk. sperm oil had not taken a whale this season at 2 PM strong gales from N by E heading SE by E 2 Reaped the topsails saw a whale going to windward at 6 took in sail & ends Lat 52.41 N Long 145.43 W

Saturday
June 17th All these twenty four hours strong gales from N by E to N & thick weather heading from SE by E to E & N under close reefed mainsail & foremast saw one hump back So Ends. Lat 52.64 N

Sunday
June 18th Commences with strong wind from N by E & thick fog at 8 AM fog let up made sail at 10 lowered 3 Boats for a Right Whale shot in thick fog came on board at 11 cleared up lowered 3 Boats struck killed & sunk the whale in 3 hours about 40 fathoms of line at 1 PM lowered 4 Boats for a Right Whale could not get him there was a whale shot to the ship then killed one at 6 took him to ship calm & thick fog cleared the ship for the night & took in sail killed whale at day So Ends Lat 51.42 N Long 144.48 W



Ship Charles Phelps of Stonington Leaving June 1843

Monday
June 19



B B

This day begins with light wind from SSE & thick weather at 5 AM commenced cutting at 12 part 9 finished cleared up decks & made sail steering E at 2 PM saw a light whale lowered 4 boats struck & killed him at 4 took him to the ship & commenced cutting at 9 finished strong wind from SSE & thick rainy weather close reefed the main topsail & set the fore sail so ends Lat 54° 48' N

Tuesday
June 20

The first part of this day strong gales from NNE heading S & employed in boiling the middle part more pleasant the wind hauled to SW at 5 PM saw several light whale to the windward saw a whale to leeward lowered 3 boats proved to be a Finback light whale from Slight & heading NNE heading S & ends Lat 52° 10' N

Wednesday
June 21



J B

Commenced with light baffling winds & employed in boiling at 4 PM made sail saw a ship boiling at 10 AM saw a light whale lowered 3 boats struck him with the starboard boat the drum came out & he went to windward at 1 PM lowered for 3 whales going quick could not come up with them at 12 part 3 PM lowered for another struck & killed him took him to the ship & took in sail calm hazy weather so ends a great many Finbacks in sight Lat 52° 20' N

Thursday
June 22

This day begins with calm pleasant weather employed in boiling part 40 Bbls of Oil in the tanks gained a lot of Bone at 9 commenced cutting the whale at 2 finished one ship in sight boiling last part light air from the Eastward saw 2 whales the water blue so ends Lat 52° 10' N Long 143° 50' W

Friday
June 23

Commenced with light wind from NNE heading E employed in boiling & bracking out the fore hold & stowing fresh water between decks at 10 AM thick rainy weather latter part strong gales showed down 68 Bbls of Oil heavy rain stopped boiling & took in the foresail saw 3 light whales this day going quick to the Northward so ends

Saturday
June 24

Commenced with light wind from NNE heading E rainy weather at 5 AM the wind hauled to W by S & blew a heavy gale commenced boiling but the wind & sea coming so heavy had to cool down lying under close reefed main topsail latter part the wind hauled to NNE heading NW so ends Lat 54° 54' N Long 143° 44' W

Ship Charles Phelps of Stonington Cruising June 1843

Sunday
June 25

L. P.

Commences with strong gales from N. N. W. & cloudy weather at 4 AM more moderate. Went to Boiling at 11 AM. Commenced Stowing Oil in the fore hold put down about 60 Bbls at 2 PM lowered 3 Boats for 3 Right Whale in a gam struck one & killed him he ran about 6 miles to the Windward made sail & beat the ship up to him at 8 took him alongside & made him fast for the right took in sail light Wind & hazy weather. So Ends No Obs

Monday
June 26

x

This day begins with light Wind from the Westward & pleasant weather employed in Boiling & Stowing Oil in the fore hold put down 60 Bbls at 12 part 1 PM. Commenced cutting the Whale at 1 PM & finished. Strong gales from E. S. E. & Rainy weather Cleared up the decks & furled the foresail heading S. Saw a number of Whales & 1 Ship to day. So Ends No Obs

Tuesday
June 27

Commences with heavy gales from E. S. E. & thick Rainy weather lying under close reefed Main topsail making S at Noon the Wind hauled to S. E. & more moderate. Went to Boiling heavy sea running latter part the Wind S. Saw nothing. So Ends Lat 51.2, L.

Wednesday
June 28

The first part of this day strong Wind from N. N. W. & thick weather employed in Boiling at 2 PM heavy gales stopped Boiling a heavy sea going filled the tanks with Oil at 1 PM took in the Bow Boat hoisted up the Mast & quarter Boats latter part the weather the same had seen nothing. So Ends No Obs

Thursday
June 29

All these twenty four hours strong gales from N. N. W. & thick weather & a heavy sea the ship heaving saw close reefed Main topsail saw nothing. So Ends

Friday
June 30

Commences with strong gales from N. heading N. N. W. under close reefed Main topsails thick cloudy weather & a heavy sea at 7 AM more moderate put out the Bow Boats, commenced Boiling at 9 commenced bracking out the fore hold to stow Oil put down 110 Bbls latter part light Wind from S. E. & cloudy heading E. S. E. Saw nothing. So Ends No Obs

Saturday
July 1 1843

This day begins with strong Wind from S. E. & thick weather employed in Boiling at 2 AM heavy gales & Rainy stopped Boiling & took in the fore sail at 10 AM Wind hauled to S. S. E. & then up went to Boiling the latter part Wind N. E. & squally heading N. N. W. a heavy sea going saw nothing. So Ends

Lat 52.39 N Long 141.24 W

Ship Charles Phelps of Stonington Cruising July 1843

Sunday
July the 2^d

The first part of this day strong winds from S & Squally Weather heading N & W employed in Boiling at 2 PM heavy Gales stopped boiling at 7 PM more moderate then to boiling middle part strong Wind from S & Clear Weather latter part Wind N & W heading W Saw Nothing but Squirrels & Birds Lat 53.15 N Long 147.36 W

Monday
July the 3^d

Commences With Brisk Wind from W & W & foggy Weather heading S at 2 PM all hands employed in braking out the fore hold & stowing fresh Water in the main hatch way middle part fresh Wind & Clear Weather at 10 PM commenced stowing Oil put down 725 bls at 1 finished cleared up deck & wore ship to S fresh gales & thick Weather S Birds saw Nothing Lat 52.57 N

Tuesday
July the 4th

These twenty four hours begin With Brisk Wind from W & W & thick Weather employed in stowing Oil & gunning Bore at noon finished the Weather more pleasant made sail heading S employed in mending the works latter part light Wind & Clear day at 10 PM part & took in sail Saw Nothing & Birds Lat 52.58 N Long 148.33 W

Stowed 10 Bls

Wednesday
July the 5th

The first part of this day light Wind from W & W & thick Weather at 10 PM made sail heading S & W by 1 employed in ships duty middle part pleasant with brisk Wind from S employed in bunching Bore at 10 PM part & 8 PM Saw a Right Whale going quick to the Eastward lower & boats did not get past came on board & stowed in latter part thick fog the Wind S & S at 10 PM part & took in sail head S & W & Birds Lat 53.41 N

Thursday
July the 6th

Commences With strong Wind from S & thick Weather at 10 PM made sail at 10 PM part & spoke the Elizabeth of New Bedford & Whales the season middle part squally steering S & W Saw a Right Whale to cut the lower saw Fin & bumpback latter part more moderate at 8 PM took in sail head W & W S & Birds Lat 54.46 N Long 149.50 W

Friday
July the 7th

Commences With strong Wind from S & frequent squalls of Rain at 10 PM made sail steering S & W at 10 PM part & 7 PM course W & W middle part more pleasant saw Killers & a Whales Carcas the hatches employed in ships duty latter part the Wind S & S heading from S & W to S & W all sail set S & Birds No Right Whales to day Lat 56.15 N Long 152.26 W

Ship Charles Phelps of Stonington cruising July 1843

Saturday
July the 8 Commences with light Wind from the South
heading to the S. W. at 5 AM Wind raised to
N. E. Steering S. E. employed in Sprouting Potatoes
& Cleaning Bones at 4 PM Saw a dead Whale
went to him with a Boat he was spilt got 1 Bone
& 5 fathoms of line at 6 PM Saw humpbacks
Sulphur Bottoms & 1 Right Whale lowered 4 Boats
for him a Sulphur bottom came swim off came
on board & stood on Steering S. the Wind N. at 9
took in sail heading N. W. & Right Whales in
Sight so Ends Lat 55.58. N Long 144.35. W

Sunday
July the 9 Windy begins with light Wind from N. & pleasant
Weather at 5 PM made sail Steering S. E.
at 6 PM lowered 4 Boats for a Right Whale went into him
with the Main Boat he struck the Boat & stuck in
came on board & stood on saw a Ship Steering to
the Eastward employed in Mending the other
Boat at 3 finished him at 4 Saw 2 Right Whales
lowered 3 Boats struck them with the Starboard
& Main Boats got them Sprouting blood the Star
Boats then came out & the Whale went off took
the other to the Ship & made him fast for the
Night took in sail Saw a Ship to the Southward
a plenty of Sulphur Bottoms were to day
so Ends Lat 55.1. N Long 144.1. W



Monday
July the 10 Commences with light Wind from N. E. W. &
pleasant Weather at 4 AM Commenced
Cutting at 9 finished Made sail Steering S. E.
the Wind S. W. saw finbacks & Sulphur Bottoms
commenced boiling at 2 PM spoke the Captain
of New Bedford 107 months out 1400 Bbls 4 min
Ships in Sight Steaming to the N. E. W. at 8
PM spoke the Margaret of New Port 22 months
out 750 Bbls of sperm Oil & 5 Right Whales light
Wind from S. W. Steering S. E. saw 2 Right
Whales so Ends Lat 54.52. N Long 145.32. W

Tuesday
July the 11 Commences with light Wind from S. E. Steering
S. E. pleasant Weather employed in boiling Whales
part heavy the Wind fresh from S. at 11 PM
at 2 PM spoke the Captain of New Bedford 107 months out 1400 Bbls 4 min
Ships in Sight Steaming to the N. E. W. at 8
PM spoke the Margaret of New Port 22 months
out 750 Bbls of sperm Oil & 5 Right Whales light
Wind from S. W. Steering S. E. saw 2 Right
Whales so Ends Lat 54.52. N Long 145.32. W

Wednesday
July the 12 This day begins with Breeze
Wind from S. W. & thick Weather heading S. E. at
10 AM finished boiling Made sail at 11 AM
more pleasant the S. W. heading S. E. the latter
part the Wind hauled to N. W. Steering S. E.
thick Weather at dark took in sail saw a Right
Whale to Windward so Ends Lat 54.52. N Long 145.32. W

Lat 53.31. N Long 142.55. W

Ship Charles Phelps of Stonington Cruising July 1843

- Thursday
July the 13th 13
At 6 AM this day brisk wind from NW & thick weather heading from SSW to SSE all hands employed in stowing Oib in the after hold put down 55 bbls seed & nothing so ends
Lat 52° 46' N
- Friday
July the 14th 14
Commences with light wind from NW & thick fog at 3 PM made sail heading S by E the middle & latter part more pleasant saw a Fin back at dark took in sail thick weather so ends
Lat 52° 02' N Long 142° 30' W
- Saturday
July the 15th 15
The first part light wind from SW at 3 PM made sail steering NW at 7 PM saw a light whale lowered & boats he went down that in foggy saw nothing more of him came on board & shot on light wind employed in cleaning some the latter part strong wind from S by W & rainy at 6 PM took in sail heading W by S so ends
Lat 51° 15' N
- Sunday
July the 16th 16
At 6 these twenty four hours brisk wind from SSW & thick rainy weather heading West saw nothing so ends
- Monday
July the 17th 17
At 6 this day light breeze & baffling with heavy weather steering S employed in stowing Oib saw nothing at dark took in sail so ends
Lat 52° 24' N Long 143° 43' W
- Tuesday
July the 18th 18
The first part of this day light baffling wind from SSE to SW & cloudy weather working the ship to the southward saw killers & a whales carcass the middle part strong wind & thick fog at 1 PM took in topgallentails latter part strong wind from SW by S steering SE by S saw a Fin back at 8 took in sail so ends
- Wednesday
July the 19th 19
Commences with strong gales from SW lying under close reefed Main topsail & foresail at 7 PM set 2 reefed fore & main topsails heading SE at 11 PM saw a light whale to up to lower latter part squally so ends
Lat 51° 33' N Long 142° 54' W
- Thursday
July the 20th 20
The first part of this twenty four hours strong wind from SSE & thick rainy weather at 7 PM made sail heading SE saw Fin back & middle part pleasant latter part brisk wind from SW by S steering SE by S at 8 took in sail so ends Lat 51° 13' N

Ship Charles Phelps of Stonington Cruising July 1843

Friday
July the 21

X

Commences with light wind from S.W. & cloudy weather at 4 PM made sail heading S.S.E. saw a right whale going quick to the S.E. at 5 lowered 3 Boats Myself Sick could not go. The Captain went in my Boat struck the whale the crew came out at 1/2 past 5 PM looked for another struck him with the foremast the fourth crew came out came on board at 6 PM in sail light wind from S. head S.S.E. so ended
Lat 50° 18' N Long 140° 15' W

Saturday
July the 22

The first part light wind from E. & hazy weather heading S.S.W. the middle & latter part strong wind from S.S.W. thick rising weather heading S.W. to S.S.W. saw 2 Fin. Backs at 5 took in sail green water & whale feed so ended

Sunday
July the 23

Commences with strong wind from S.W. & rainy weather at 5 PM lit up made sail steering E by S at 8 AM squally & heeled the topsails & furled the pole. Strong gale from S. heading S.S.E. at 1 PM in sail saw nothing so ended

Monday
July the 24

This day began with strong gale from S.W. & squally weather at 4 PM made sail steering the middle & latter part light wind from S.W. & employed in cleaning bones saw nothing so ended
Lat 48° 42' N Long 139° 45' W

Tuesday
July the 25



S B

Commences with light wind from S.W. steering S.E. at 5 AM lowered 4 Boats for a right whale. Some Killers got round him & drove him off. Came on board & stood on after him at 8 AM again for him. Could not get fast at 11 AM saw an other at 1/2 past 12 noon. Took him to ship & killed him at 2 PM took him to ship & commenced cutting at 3 PM finished at 4 PM up decks took in sail & commenced boiling. Light wind from S.E. by S heading E by S so ended

Wednesday
July the 26



S B

All this day light wind from S.W. to S.W. employed in boiling at 5 PM lowered 4 Boats for a right whale. did not get fast at 11 AM lowered 3 Boats for another did not fast him at 5 PM lowered for the 3rd whale again. Struck & killed one took him to the ship & made him for the right & took in sail cleared the deck in sight so ended Lat 46° 58' N Long 138° 45' W

Thursday
July the 27

Commences with light wind from the north and employed in boiling at 7 AM commenced cutting at 1/2 past 11 finished. Cleared up decks at 2 PM commenced steering S.W. by S. at 3 PM put down about 50 lbs. back wind from S.W. & cloudy. Saw 2 right whales this day so ended
Lat 46° 25' N

Ship Charles Phelps of Stonington Cruising July 1845

Friday
July 28

All these twentyfour hours brisk Wind from S.W. & thick hazy weather employed in Boiling & Stowing down Oil Saw & nothing so Enriching as W.L.W.

Saturday
July 29



The first & Middle part of this day Brisk Wind & Squally Weather employed in boiling, breaking out empty Cask & pipe Struck out 7 PM Saw 3 Right Whales to Windward at 5 lowered 3 Boats Struck & Killed one & towed him to the ship at 10 got along side Made him fast & took in sail light Wind from W & a bad sea going so Ends at 8 finished Boiling Lat 47° 01' & Long 131° 42' W

Sunday
July 30

Commences with light airy hazy weather at 5 AM broke out 5 Cask of fresh Water & some empty Cask from the main hatch at 8 hooked on to the Whale the so bad could not cut on hook & let him lay thick & Raining at 1 PM more pleasant Went to cutting got the head throats & tips off & lowered for a Right Whale did not get fast Calm pleasant weather at 7 finished Cutting Cleared up & went to Boiling Saw 4 Right Whales this day going to the Westward & a school of Black fish so Ends

Monday
July 31



This day begins with light Wind from N.W. & cloudy weather employed in Boiling at 9 AM lowered 5 Boats for a Right Whale Struck him with the Harpoon Boat fastened with the Landward Boats & got stove with his head just the line in the Bow Boat Calked up the Stove Boat Killed the Whale & he sunk Came on board Coiled the lines & lowered for another Struck him with the Harpoon & Harpoon Boat he was to be towed & lowered but the 5th line parted & the Harpoon Boat cut from him at 1 PM he was lost again. Boats not with him. Made him fast & took in sail the Cooper setting up pipes for fresh water so Ends

Tuesday
August 1

Commences with Brisk Wind from W & Squally at 5 AM started Boiling all employed in breaking out fresh Water from the main hold & putting it in pipes at 9 Commences Stowing Oil put down the Bbls at 5 finished & Cleared up. A strong Wind from W heading N.W. so Ends Saw nothing Lat 46° 42' & Long 131° 50' W

Wednesday
August 2

All these 24 hours light Wind from N to S.W. at 4 PM made sail Steering N.W. employed in boiling & mending the Harboard Boat the Cooper setting up pipes at 5 PM Saw a Right Whale to Windward at 8 PM he was lost in the dark at 9 PM so Ends Lat 47° 14' & Long 131° 50' W

Ship (Master) Phelps of Herington Crusing August 1843

Thursday
Augth 3

S B

Commences with light wind from SSW & hazy weather at 4 AM finished Boiling all hands employed in in bracking out the main hold & stowing oil at 1 PM lowered 3 Boats for Right Whales struck one with Lulward Boat Came in thick fog but the whale lost 3 Boats & a spirit came aboard & went to stowing oil at 5 PM fog lit up saw Right Whales lowered 3 Boats struck one killed him at 11 sent for him to the ship made him jump & took in sail So Ends Lat 47.19 N

Friday
Augth 4

S B

Commences with calm pleasant weather at 1 AM lowered 4 Boats for a Right Whale, ^{struck} him & killed him & he sunk but 1 boat came outboard, took off the main hold with oil at 1 PM commenced cutting the whale at 1/2 past 5 finished Cleared up decks & commenced Boiling thick fog & Calm Saw several Whales this day So Ends Lat 47.30 N

Saturday
Augth 5

S B



W D

The first part light wind from the Northward & foggy weather employed in boiling at 1 PM fog lit up saw several Whales lowered 4 Boats struck 2 & killed them. Some took him to the ship at 7 PM commenced cutting got one in but no use for the other Cleared up decks light wind & pleasant weather Whales constantly in sight So Ends lost 1 Boon & one lance

Sunday
Augth 6

All these twentyfour hours light wind from S & hazy weather employed in Boiling filled the main hold with oil the Cooper setting up pipes saw 1 Right Whales apparently at home So Ends Lat 47.02 N Long 128.40 W

Monday
Augth 7

Commences with light wind from W & hazy weather employed in Boiling & cleaning Bane the Cooper setting up pipes at 11 AM commenced cutting the whale at 4 PM finished saw Black fish & 2 Right Whales Cleared up decks So Ends head N 1/2 W

Tuesday
Augth 8

All this day light squally wind & frequent rain Squalls employed in boiling & stowing oil put 55 Bbls in the fore hold the Cooper setting up pipes saw nothing So Ends light winds from SSW head N 1/2 W

Wednesday
Augth 9

All this day light wind from SW & pleasant weather employed in boiling Broke out Bottom decks & coopered 2 tanks & put down 5 pipes of oil the Cooper setting up pipes saw 1 Whales So Ends heading N 1/2 W

Lat 47.06 N Long 128.02

1842

Ship Charles Phelps of Stonington Cruising etc.

- Thursday
Augth 10
The first part thick Rainy weather in
boiling at 10 AM all employed in
stowing timber decks put down. Pipes
the middle part more pleasant but wind
from S latter part thick fog at 8 PM
Spoke the ~~Star~~ of Sag Harbor bound
home full - the cooper employed in setting
up Pipes & Poles saw nothing but 48° 11' N
- Friday
Augth 11
Commences with Brisk Wind from SSW & thick
foggy weather employed in Boiling the middle
part more pleasant at noon Spoke the
Lexington of Nantucket 30 months out
1400 Bbls of sperm & 1500 whale oil barrel
thence got some Bricks & a Shovel of iron &
let him 2 Bbls of Coal latter part thick
fog at 8 PM finished Boiling head W saw
Nothing so Ends Lat 47° 26' N
- Saturday
Augth 12
Obl these twenty four hours Strong Wind
from SSW & thick weather employed in stowing
timber decks put down 11 pipes up the
2 tanks &c saw nothing so ends heading
W under closter reefed Main topsail
- Sunday
Augth 13
The first part light wind from NW & thick
Weather employed in stowing tim in the
fore hold put down 11 Bbls checked it off
the latter part light wind from the NE & thick
head to the Eastward saw Nothing so Ends
- Monday
Augth 14
Commences with light Wind from N & thick Rainy
weather at 10 past 5 AM made sail Steering
E at noon more pleasant all employed in
stowing tim betwixt decks latter part
brisk Wind & W Steering SE Saw Finback
at 10 past 1 PM took in sail heading N 3/4 W
So Ends Lat 47° 58' S Long 73° 38' W
- Tuesday
Augth 15
The first part light wind from N W Steering
SE employed in cleaning down the middle &
latter part Wind N & pleasant Steering E at 8 PM
Bent the mainsail saw 200 Bales at 12 noon
1 PM took in sail So Ends
Lat 47° 03' S Long 73° 12' W
- Wednesday
Augth 16
Commences with light Wind from N & E &
pleasant weather at 4 PM made sail Steering E at
6 PM Steering SW employed in cleaning & coaling down
latter part Steering SE Brisk Wind from N & E
& thick weather saw Finback at 10 PM
at 7 PM took in sail heading SE So Ends
Lat 46° 46' N Long 73° 02' W

Commenced with high wind from S by E & clearing
weather at 4 P.M. made Sail steering to the S. E.
at 8 P.M. tacked ship steering N by E in place
in clearing Bore at 7 P.M. took in topgallant
sails & reefed the Mizzen topsail hauled down
so ends. Lat 45.3, Lon 139.55 N

Thursday July 18th Steaming from 5 A. M. Steaming
with same team Steaming to 10 A. M. 10 A. M. Steaming
off N.W. at 10 A. M. Saw 3 Right Whales going S. &
at 2 lowered 2 Boats for one Struck him with
the 1st he lowered him the 2nd same boat
at 3 A. M. saw 2 boats at 4 A. M. saw 1 boat
at 5 A. M. saw 1 boat in P.M. saw 1 boat

Commenced with brisk wind from E by S & cleared
at 4 AM made sail steering S E by S at 7 AM
strong gails & thick rainy weather took in sail
at 8 AM at 10 AM more pleasant weather sail
steering S E at 4 PM wind hauled to S E & thick fog
took in sail hauled to E & E saw Black fish
So Ends
Lat. 48. 00 N

Commences with brisk wind from S.W. at 4 P.M.
Made Sail Steaming S.E. frequent fog. Squalls at
10 A.M. Saw 5 Right Whales 3 miles to S.W. and
8. They went out of sight at 12 past 6 P.M. Saw
a Whale 2 miles to leeward to late to lower
a great 20000 Spoke the Charles Deane of New Bedford
16 minutes and 25 minutes at 10.5 minutes at 11.5
Wind from S.W. to S. thick weather heard 12
to 13 miles
Lat 48.51 N

All these twenty-four hours, but from
N. N. & some few Squalos lower & for rights the
Stones & co. at 5 PM struck & killed one
at 7 PM him to the ship & took in sail for
the night saw several Whales today they
were very wild one ship in sight so ends

LB

Commenced with light wind from N.W. & clearing
weather at 2 past 6 AM commenced cutting
the whale at 10 finished at 1 PM lowered 3
boats for a night Whale came & calf struck the
calf put his flukes on the starboard bow
killing him with water the cow stove her left eye bar
the skin went with the calf killed the cow
The Sun^d lyts 1 line 3 Bays 2 lances 1 spear & 2 boats killed 6
in 1 night took 100 lbs of blubber & 100 lbs of oil

Ship Charles Phelps of Stonington Cruising Aug 1843

- Thursday
Aug 24 Commences with Brisk Wind from N.W. at 4 AM
made Sail & commenced boiling employed in
mending the Store Boat & 2 Ships at 8 AM
a Cow & Calf came past our Ship that they had
been put to board for there could not come up
with them. Came on board & stood on at 3 PM
spoke the Factor of Pokipsee Captain Howland
With 190 Bbls at 5 PM lowered for Whales did
not strike came on board & took in Sail. Thick haze
Weather head N.E. & S.E. ends Lat 48.48 N Long 135.48 W
- Friday
Aug 25 The first part strong Wind from N.W. & thick weather
employed in boiling at 5 AM more pleasant made
sail steering to the middle latter part light
Wind & hazy weather steering N.E. saw Blackfish
at 7 PM took in Sail So Ends
Lat 48.51 N Long 135.42 W
- Saturday
Aug 26 Commences with light Wind from N.W. & hazy
Weather employed in boiling at 5 AM saw a
Right Whale Cow & Calf lowered 3 Boats did not
get fast. Came on board & stood on heading W
saw finbacks at 8 AM finished Boiling the middle
& latter part Brisk Wind from N.W. light & pleasant
steering N.E. at 7 PM took in Sail So Ends
Lat 48.48 N Long 135.54 W
- Sunday
Aug 27 The first & middle part light Wind from N.W. steering
E.S.E. employed in stowing Oil between decks the latter
part Brisk Wind from N.W. at 7 PM took in
Sail head N.E. saw Nothing So Ends
Lat 48.24 N Long 137.09 W
- Monday
Aug 28 All these twenty four hours Brisk Wind from
N.W. & pleasant Weather steering from E.S.E. to
S.E. saw finbacks at 7 PM took in Sail
heading N.E. So Ends
Lat 47.39 N Long 135.56 W
- Tuesday
Aug 29 Commences with Brisk Wind from N at 11 past 4
AM more mild steering E.S.E. at 10 AM took in
Ship to N.W. the Wind N.W. & pleasant
in cleaning Bone at 2 PM Rept off S.E. the
Wind hauled to W by S & frequent hoar & fog
squalls at 7 PM took in Sails running under
2 Reefed Main top sail & fore sail saw Nothing
So Ends
Lat 47.26 N
- Wednesday
Aug 30 All this day strong gales from N.W. & cloudy weather
steering to employ in stowing fresh water & stow
& clearing up decks for making a passage to this
took in the Bow Boat saw Nothing So Ends
Lat 45.37 N

Ship Charles Phelps of Herington from the Northwest

- Thursday
Augth 31 Commenced with strong winds from NW this weather steering SE the middle & latter part brisk wind from NW & pleasant set topmast & lower studding sails sent out the flying jib boom & bent the sail rove main topmast & c. saw timber & c. So Ends Lat 43.01.8
- Friday
Septh 1 All this day brisk wind from N & NW & pleasant weather steering SE employed in cleaning bones saw timber & c. So Ends Lat 40.53.8 Long 150.31.8
- Saturday
Septh 2 All these twenty four hours brisk wind from S & frequent rain squalls steering SE employed in washing ship saw & setting & c. So Ends Lat 38.44.8
- Sunday
Septh 3 All this day light wind from NW & passing clouds steering SE saw nothing & c. So Ends Lat 39.4 Long 149.58.11
- Monday
Septh 4 All these twentyfour hours light winds & calms from NW to NW steering SE bent fore & main topmasts topgallant sails fore sail jib & spanker rove topmast braces & c. saw timber & c. So Ends Lat 35.22.8
- Tuesday
Septh 5 All this day light winds from from NW to NW & NW steering SE sent up topgallant studding sails employed in ships duty caught a mackerel saw nothing & c. So Ends
- Wednesday
Septh 6 The first part light wind from NW steering SE the middle & latter part brisk wind from NW by N & NW steering SE employed in ships duty saw a large log & c. So Ends Lat 32.47.8 Long 125.14.11
- Thursday
Septh 7 All these twentyfour hours brisk wind from NW by N to NW steering SE employed in making lance warps & c. saw nothing & c. So Ends Lat 30.09.8 Long 123.34.11
- Friday
Septh 8 All of this day light wind from NW to NW steering SE employed in ships duty put up the blacksmiths forge & c. saw nothing & c. So Ends Lat 28.05.8 Long 122.01.11
- Saturday
Septh 9 These twentyfour hours light air from NW & NW steering SE employed in ships duty blacksmithing & c. saw nothing & c. So Ends Lat 26.48.8

Coast to the Coast of Chili September

Sunday
Sep the 11

The first & middle part light breeze & Calm the latter part light wind from N & W steering S E Saw nothing So Ends
Lat 25° 09' N

Monday
Sep the 11

The first part of this day Calm the middle & latter part light wind from S & pleasant weather employed in making spun yarn blacksmithing &c Saw 2 large logs Steered S E So Ends
Lat 25° 31' N Long 120° 00'

Tuesday
Sep the 12

At 10 these twenty four hours pleasant breezes from N & W steering S E employed in ship duty Saw nothing So Ends
Lat 23° 15' S

Wednesday
Sep the 13

At 10 of this day pleasant breezes from N & E & N W steering S E employed in ship duty &c Saw a Finback So Ends
Lat 22° 03' N Long 119° 57' W

Thursday
Sep the 14

The first & middle part brisk wind from N steering S E by S the latter part strong wind from N & S by S steering S E employed in ship duty Saw nothing So Ends
Lat 20° 08' S Long 119° 14' W

Friday
Sep the 15

Commenced with strong winds from N & E cloudy weather steering S E at 2 PM took in Staysails at 4 PM heavy gales from N & N by E Collect all hands to take in sail furled the fore & mizen topsails main sail jib & topgallantails Close reefed the main topmast at 11 PM hauled to N & more moderate made sail accordingly by at 1 PM pleasant weather & light wind from S all sail set heading E S E at 2 PM made the Island of Boea Bearing E N E Distance 30 miles latter part baffling winds & squally with rain took in flying jib & mizen topgallantails heading S E by E So Ends
Lat 18° 17' S Long 118° 52' W

Saturday
Sep the 16

The first part light wind from S W by S steering S E by S heavy sea going from S the middle part baffling winds & Calm with heavy shower of rain latter part light wind from N by E steering S E Set Studding sails a large sea from S W Saw nothing So Ends
Lat 17° 30' N

Ship Charles Phelps of Stonington from the

Sunday

Sep the 17

The first part of these twentyfour light baffling wind & heavy steering S E the middle & latter part light wind S W to S steering S by S S E & S by E all sail set fine pleasant weather saw nothing so ends
Lat 16.48 N Long 114.63 W

Monday

Sep the 18

This day begins with light baffling wind from Northward & Westward steering to the S E frequent rain showers the middle & latter part pleasant weather employed in bracing, fine light air & calm saw nothing so ends
Lat 15.50 N Long 113.26 W

Tuesday

Sep the 19

The first part light baffling wind from the N & W steering S by S employed in bracing, the middle part light wind from N E the latter part from E by S steering S by S the wind saw nothing so ends
Lat 14.45 N Long 112.47 W

Wednesday

Sep the 20

Commences with light wind from E by S steering S E by S the middle part brisk wind from N W the latter part strong wind from N W S W & squally took in Studding sails & mizen topgallant sail saw Cow fish Blackfish & grampuses so ends

Thursday

Sep the 21

Commences with strong wind from N W & thick rainy squally weather steering S E by S took in topgallant sails & single reefed the mizen topgallant at 5 PM & reefed the fore & main topgallants at 8 PM set topgallant sails & single reefed topgallants the latter part brisk wind from S W steering S E saw nothing so ends
Lat 11.44 N Long 110.54 W

Friday

Sep the 22

The first part of this day brisk wind from S by W to S by S steering S E to S E by S at 5 PM kept off S by E the middle & latter part brisk wind from N to N W employed in ship's duty saw nothing so ends
Lat 10.45 N

Saturday

Sep the 23

Commences with strong wind from W & thick rainy weather steering S E by E at 6 PM more pleasant set Studding sails at noon strong wind from S W took in Studding sails steering S by S at 5 PM took in topgallant sails & flying jib thick & rainy at 6 PM & reefed the topgallant flying jib from S W so ends

Lat 8.40 N Long 107.11 W

From West Coast to the Coast of Chile September

- Sunday
Sep the 24 The first part strong Wind from SSW & thick
Raining weather Steering E by S under 2 Repts topmasts
at 4 PM more pleasant let out Reefs & Set fore
& main topgallant sails Steering ESE at about Squally
dark in topgallant sails the latter part the same
So Ends Lat 8° 04' N Long 105° 11' W
- Monday
Sep the 25 The first & middle part strong Wind from S Steering
ESE the latter part Wind S by E heading E by S
employed in ships duty Saw nothing So Ends
Lat 7° 12' N Long 102° 05' W
- Tuesday
Sep the 26 The first part brisk Wind & pleasant Weather Steering
ESE the middle part light Wind from S to SSE
heading E to ESE employed in ships duty Saw five
birds the latter part light air from SSW Steering
SE So Ends Lat 5° 38' S Long 108° 07' W
- Wednesday
Sep the 27 Commenced with calm pleasant Weather the middle
& latter part light air from NW Steering SSE
headed the fire by main topmast & E Saw a Fin back
So Ends Lat 6° 12' S
- Thursday
Sep the 28 The first part light Wind from S & pleasant
Weather Steering SSE the middle & latter part
thick Raining Weather & baffling Wind the Ship
Leaking from 6 to 10 hundred Strokes in 24 hours
employed in saving Rain Water So Ends
- Friday
Sep the 29 Commenced with light baffling Wind from the
Westward & thick Raining Weather Steering S by S the
middle part light Wind from SSE & pleasant heading
E at 1 PM tacked Ship to S by W at 3 tacked to E by S
the last part light Wind from SSW & Raining head
SE So Ends Lat 4° 49' S
- Saturday
Sep the 30 Commenced with light air from S by W & thick
Raining Weather Steering S E by S the middle part
most pleasant light Wind from S by S heading
S E by S the latter part calm & Raining Saw black
fish So Ends Lat 4° 25' S Long 97° 49' W
- Sunday
October the 1 The first part light Wind from S & thick Raining
Weather heading ESE the middle & latter part
strong Wind from SSE to S by E & Squally heading SE
to S by W the Ship Leaking about 100 hundred
Strokes in 24 hours So Ends
Lat 3° 47' S

Ship Charles Phelps of Stonington

- Monday
Oct the 1. All these twentyfour hours strong trades from SE to SSE steering SW & SE by S employed in ships duty & saw nothing so ends
Lat 1.52.5 N Long 102.2.5 W
- Tuesday
Oct the 2. All of this day strong trades from SE by S to SSE steering SW & SE by S employed in ships duty & saw nothing so ends
Lat 1.56. N Long 102.11 W
- Wednesday
Oct the 3. All of these twentyfour hours brisk trades from SE by E to SE by E steering SW to SE by W with pleasant weather employed in ships duty saw nothing so ends
Lat 00.32 N Long 103.23 W
- Thursday
Oct the 4. The first part brisk wind from SE & pleasant weather steering SW the middle part light wind from SSE to SE by E heading SW & SE by E the latter part steering SW employed in ships duty so ends Lat 1.03.5
- Friday
Oct the 5. The first & middle part light wind from SE by E to SE by S steering SW by S to SE by W employed in shipping one & the latter part brisk wind from SE by E saw Finbacks so ends Lat 2.21 S
- Saturday
Oct the 6. All this day brisk trade from ESE & SE by E & some squalls steering S & SE by W employed in ships duty saw nothing so ends
Lat 4.13 S
- Sunday
Oct the 7. All of these twentyfour hours strong wind from ESE to SE by E steering S to SE by W saw nothing so ends
Lat 6.22 S Long 107.51 W
- Monday
Oct the 8. All of these twentyfour hours strong wind from ESE & SE by S heading S to SE by W & pleasant weather employed in ships duty saw nothing so ends
Lat 8.44 S Long 108.46 W
- Tuesday
Oct the 9. All of this day strong wind from SSE to SE by S steering SW to SE by S employed in ships duty saw nothing so ends
Lat 11.15 S Long 109.21 W
- Wednesday
Oct the 10. The first & middle part of this day strong wind from SE by E & SE by S & squally weather steering S & SE by E latter part the wind SE by S & pleasant weather steering SE by E employed in ships duty saw nothing so ends
Lat 13.45 S

Bound for the Coast of Chili - October 1843

- Thursday
Oct. 12 The first & Middle part Strong Wind from E by S & squally steering S by E the latter part more pleasant employed in ships duty Saw nothing So Ends
Lat 16° 11' S Long 109° 47' W
- Friday
Oct. 13 All of these twentyfour hours Strong Wind from E by S to E by N & some squalls steering S by E & S employed in ships duty Saw nothing So Ends
Lat 18° 58' S Long 110° 11' W
- Saturday
Oct. 14 The first part Strong Wind from E by S steering S by E the middle part light baffling Wind & squally the latter part brisk Wind from E & pleasant Weather employed in ships duty Saw nothing So Ends
a heavy Sea from SW Lat 21° 26' S Long 110° 05' W
- Sunday
Oct. 15 Commences With baffling Wind & squally Weather steering to the South & S the middle part Strong Wind from E by S steering S by E the latter part Wind N E steering S E Saw nothing a heavy Sea from the SW So Ends Lat 23° 34' S Long 109° 00' W
- Monday
Oct. 16 The first & middle part Brisk Wind from N by E to S by E steering S E at 6 AM set topmast Studingsail employed in ships duty latter part Strong Wind & pleasant Weather at 12 PM took in topmast Studingsail at 1 took in Mizzen topgallant Sail & put 1 Reef in the top sail steering S by E Saw nothing So Ends
Lat 25° 35' S Long 109° 15' W
- Tuesday
Oct. 17 Commences With Strong Wind from N & pleasant Weather steering S E at 5 AM more moderate set Studingsails the Wind hauled to N at 11 AM Wind hauled to S by E being heading E at 12 PM the Wind hauled to N steering S E Saw nothing So Ends Lat 27° 59' S
- Wednesday
Oct. 18 All of these twentyfour hours light Wind from N W to S W & pleasant Weather steering S E employed in ships duty Painted the L 30 & Saw nothing So Ends
Lat 28° 33' S Long 109° 52' W
- Thursday
Oct. 19 All of this day light Wind from N W to N N W & pleasant Weather steering S E employed in ships duty making Lance masts &c Saw nothing So Ends
Lat 30° 02' S Long 109° 28' W

Ship Charles Phelps of Stonington Bound South

- Friday
Oct 20 All of these beautiful four hours light wind from
S by E & pleasant weather steering SE & S by E
employed in ships duty saw nothing so & ends
Lat 31.44 S Long 102.14 1/2 W
- Saturday
Oct 21 All of this day brisk wind from S by E & with
pleasant weather steering SE employed in ships duty
saw nothing so ends Lat 33.10 S Long 108.52 W
- Sunday
Oct 22 The first part light air & calm from S by W steering
SE the middle & latter part light wind from S by
W saw nothing so ends
Lat 35.05 S
- Monday
Oct 23 The first part light wind from S by W & pleasant
steering SE the middle & latter part brisk wind
employed in mending main topsail at 5 PM steering
SE by E saw nothing so ends
Lat 36.33 S Long 97.45 W
- Tuesday
Oct 24 Commenced with brisk wind from S by E & rain
steering SE the middle part strong wind S by E
steering SE by E to E by S the latter part more pleasant
the wind W by W steering SE by E & E Set topgallant
steering sails at 7 PM took them in saw nothing
so ends Lat
- Wednesday
Oct 25 The first & middle part strong wind from S by E & cloudy
steering SE at 1 PM set topgallant steering sails
at 9 PM the fore boat on the crane the latter part
strong wind from SW at 3 PM took in steering sails
saw nothing so ends Lat 38.56 S Long 94.47 W
- Thursday
Oct 26 Commenced with strong wind from S by W & squally
took in topgallant sails & 2 reefed the top sails steering
E by S at 6 PM pleasant made all sail at 10
PM saw steering SE set topgallant steering sail
at 12 PM saw a large sperm whale lower
4 boats he went down saw no more of him came
onboard & stood in latter part calm so ends
Lat 40.52 S Long 89.35 W
- Friday
Oct 27 The first part of this day calm the middle & latter
part brisk wind from S by W steering SE & E by S
employed in ships duty took in lower & topgallant
steering sails boom saw foremast so ends
Lat 41.29 S Long 87.27 W
- Saturday
Oct 28 All of this day brisk wind from S by W the first &
middle part steering E by S the latter part steering E by S
& E & sent down topgallant steering sails boom
saw nothing so ends Lat 42.57 S Long 83.44 W

Ship Charles Phelps of Hingham cruising

Sunday
Oct. 29
The first & middle part Brisk Wind from N.W. & pleasant Weather Steering E.S.E. the latter part with W. by N. Steering N.E. came in to green water some several Sulphur Bottoms at 7 P.M. took in sail heading S.E. by E. So Ends
Lat 43.02 S Long 71.28 W

Monday
Oct. 30
Commences with Brisk Wind N.W. & Wind Weather at 12 past 4 am made sail Steering N.E. & had fine back middle part more pleasant heading N. by E. the latter part thick fog at 1 P.M. took in sail So Ends
Lat 42.23 S Long 71.14 W

Tuesday
Oct. 31
This day begins with light Wind from N.W. & some fog at 12 past 4 am made sail Steering E.S.E. at 8 am the Wind hauled to S Steering S.E. at 12 past 4 am a Right Whale lowered 4 Boats for them they went quick to the Southward did not get fast at 12 past 4 am lowered for another did not strike at 12 past 4 am for the same reason did not get fast came on board & stood on heading E.S.E. the Wind S.E. & hazy at 7 P.M. tacked Ship to S.W. & took in sail So Ends
Lat 41.44 S Long 71.04 W

Wednesday
Nov. 1
Commences with Brisk Wind from S.E. by S & foggy at 12 past 4 P.M. made sail Steering E by S at 12 past 12 lowered 2 Boats for a Right Whale did not strike at 2 P.M. spoke the Ship Milo of New Bedford Captain Gardner on board the out 15 Bbls from the Captain the boat on board & got 15 Bbls of Potatoes strong thin from S.E. by E & foggy saw 4 Right Whales to ruff & thick & lower at 7 took in sail head S.W. by S So Ends
Lat 41.48 S Long 71.56 W

Thursday
Nov. 2
This day begins with Brisk Wind from S.E. by E at daylight made sail & tacked Ship Steering E by S in company with the Milo of (N.B.) frequent fog squalls middle part more pleasant at 2 P.M. saw a Right Whale going to quick to lower east part light Wind & foggy at 7 P.M. took in sail heading S.W. So Ends Lat 41.41 S Long 76.10 W

Friday
Nov. 3
The first part Brisk Wind from S.S.E. & cloudy Weather at daylight made sail Steering E in company with the Milo of N. Bedford at 10 am saw a Right Whale going to quick to lower middle part pleasant latter part light airs from S.S. heading S.E. saw Finbacks to day So Ends
Lat 41.41 S Long 75.26 W

Ship Charles Phelps of Stonington Tuesday Nov 18

Saturday
Nov 11 4

Commences with calm pleasant weather at 4 AM
light wind from NW steering S & SSE at 7 Saw a Right
Whale going did not lower at 10 AM spoke the ship
Kingston of Nantucket at noon strong wind took
in fore & main sails flying jib at 1 PM lowered 2 Bows
for a Right Whale too ruff for hauling came on board
furlled the main sail jib & Mizzen topsail & 2 Reefed
the fore & main steering S saw a ship to leeward &
4 Right Whales in sight & jib & mizzen about the spanker
& saw the fore & mizzen at 4 PM heavy gales from
NW W & thick weather took in fore topsail & Clote
Reefed the main & fore to head SW so Ends
Lat 42° 31 S

Sunday
Nov 12 5

This day begins with strong gales from NW W &
thick weather heading SW under Clote Reefed main
topsail & fore sail at 4 PM the wind hauled to S by W
at 5 wire ship to W by S saw a bark ship to Windward
heavy squalls at 6 AM took in mizzen at 10 PM
Set the foresail at 11 past 2 took it in & furlled it
a heavy sea going latter part the wind SW head
NW W saw Timber & S Ends Lat 42° 51 S

Monday
Nov 13 6

Commences with heavy gales from NW W flying under
Clote Reefed main topsail a heavy sea going
heading NW at 3 AM wire ship head S at 8
AM more moderate Set 2 Reefed topsails Saw
2 Right Whales too ruff to lower at 11 Saw 3
Whales going quick to Windward at noon spoke
the bark ship at 1 PM London Captain Smith 4
mounts out 500 Bbls at 4 PM strong gales & squally
took in sail heading S 4 ships in sight 2 Breeding
to Ends

Tuesday
Nov 14 7



Commences with brisk wind from NW W & squally at 7 AM
4 AM made sail steering S a heavy sea going saw
several Right Whales at 9 lowered 3 Bows did not strike
at 11 lowered did not strike at 2 PM lowered 3 Bows
& killed one at 5 got him to ship & took in
sail too ruff to cut saw 5 ships so Ends
Lat 43° 04 S Long 75° 44 W

Wednesday
Nov 15 8

This day begin with Brisk wind from NW W & squally with
a heavy sea at 7 AM commenced cutting at 11 past
11 finishing last the sail at 1 PM lowered 3 Bows
at 2 PM commenced hauling at 3 PM spoke the
Caudace of New London 13 mounts out 750 Bbls Oil
at 11 past 5 AM lowered for a Right Whale going
quick did not strike last part light wind 3 ships
in sight so Ends Lat 43° 09 S Long 75° 00 W

Ship Charles Phelps of Stonington, Cruising Nov 1815

Thursday
Nov the 9



The first & middle part of the day baffling wind from WNW to WSW employed in boiling put 4 Cask of Bread in the Sail room at 11 AM Sunk a Right Whale going quick at 3 PM lowered 3 Boats for Right Whales struck & killed one he sunk heavy held him up with 2 Boats put on fluke rope & took him to the ship the fluke rope parted & he sunk out of part of Brisk Wind from WSW & Reeled the 1st & 2nd saw the lower bowhead whale in sight to the WNW & 4 Ships so Ends
Lat 43° 09' S

Friday
Nov the 10

Commenced with strong wind from WNW & cloudy Steering SW at 9 AM finished Boiling took in the jib & Mizzen topmasts at 1 PM took in fore topmast & wore ship head WNW at 6 o'clock Reeled the main topmast the Wind hauled to SSW heading W a heavy Sea saw Finbacks & 1 Ship so Ends
Lat 43° 14' S

Saturday
Nov the 11



Commenced with Brisk Wind from SSW at 9 AM made sail & commenced backing out the after hold to Store Oil at 9 AM lowered 3 Boats for a Right Whale did not strike at 11 lowered got none at 1 PM lowered & got none at 3 PM lowered struck & killed one & he sunk came on board & finished towing the 3 Ships in sight 2 Cutting at 8 took in sail a grate many Finbacks in sight 1 Ship so Ends Lat 43° 11' S

Sunday
Nov the 12

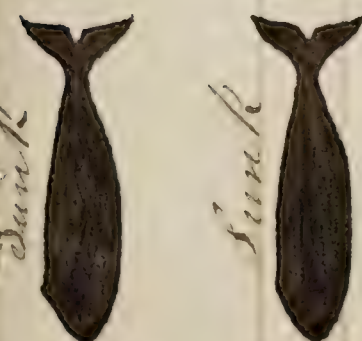
All this day light Wind & Calms from SSW the first part Steering to the Eastward the latter part to the SSW saw 1 Right Whale going quick saw Finbacks & 3 Ships in sight 2 Boiling at 7 PM wore ship to SE & took in sail so Ends
Lat 42° 50' S Long 75° 31' W

Monday
Nov the 13



B B

Commenced with calm pleasant weather employed in seating & taking down the gear of the Ship at 9 AM light Wind from WNW Steering SSE saw a Right Whale lowered 3 Boats did not strike at 1 PM lowered 4 Boats for Right Whales struck & with the Starboard Larboard & Bow Boats killed them Starboard & Larboard saw 4 Whales sunk at 7 PM took the other Whale to the ship & secured him for the night Brisk Wind from W & some Rain spoke the Constance of New London but taken nothing since we had them in the 8 & 3 other Ships in sight & several Right Whale & Finbacks took in sail so Ends lost 2 harpoons & 1 Spade & about 20 fathoms of Line
Lat 42° 36' S Long 75° 20' W



B B = L B

Ship Charles Phelps of Gloucester. Cruising Nov 1843

Tuesday
Nov the 14 Commenced with brisk wind from WSW & squally
at 4 AM commenced cutting the whale at 12
past 11 finished at 1 PM pleasant weather made
sail steering NW at 3 PM commenced boiling
at 7 lowered for a Right Whale did not strike
came on board & took in sail saw Finbacks & 2 ships
So Ends Lat 42.49 S Long 75.13 W

Wednesday
Nov the 15 Commenced with brisk wind from SSW & clear
weather. employed in boiling at 4 AM made
sail steering SE at 6 AM tacked ship to W
at 9 lowered for a Right Whale which
not strike the middle part, Calm the Cooper
employed in setting up pipes at 3 PM light
wind from NNE steering SSW at 12 past 3 PM
lowered for a Right Whale did not get past at 7
took in sail brisk wind & cloudy weather stopped
boiling no bark to put oil in saw a good many
Finbacks & 2 ships So Ends

Thursday
Nov the 16 Ship day being with strong gales from NNE
& thick rainy weather. heading W at 2 PM took
in the foresail at 6 AM the wind hauled to
WSW & more pleasant set the foresail at 8 AM
boiling at 2 PM made sail steering to the
Southward at 3 lowered for a Right Whale which
not strike 15 ships in sight 4 Boiling at 10 past
4 PM lowered for a Right Whale did not strike
light airs from W at 6 PM spoke the Candace
of (V. L.) let them have some Boat Boards at 7
took in sail So Ends Lat 42.52 S Long 75.43 W

Friday
Nov the 17 All this day light wind from NE heading ESE
all employed in straining oil & tainting deck
saw 1 Right Whale & 4 ships So Ends
Lat 42.57 S

Saturday
Nov the 18 Commenced with strong gales from ESE & thick rainy
weather lying under close reefed main & fore
tacking SE at 2 PM wore ship to W at 2 PM pleasant
weather made sail steering S employed in mending
foretopmast stay sail 5 ships in sight at 5 PM lowered
for a Right Whale struck & killed him at 8 took him
to ship took in sail Calm pleasant weather So Ends
Lat 43.11 S Long 75.48 W

Sunday
Nov the 19 The first part Calm pleasant weather at 6 AM
commenced cutting the whale at 8 Brisk wind from S
at 9 finished cutting strong wind & thick rainy weather
saw 5 ships at 1 PM more pleasant commenced
boiling the Cooper setting pipes up So Ends
heading W SW



Ship Charles Phelps of Stonington passing Nov 1843

Monday
Nov the 20

Commences with strong wind from S heading N. S. W. employed in boiling at 9 AM the wind hauled to N. & rainy more ship to S. S. W. the copper employed in putting up types at home more pleasant made S steering S at 2 PM strong gales from S. S. W. steering S. E. took in the fore & main topmasts close reefed the main 2 ships in sight saw no whales so ends
Lat 43.13 S

Tuesday
Nov the 21

Commences with strong wind from S. S. E. & squally head S. E. employed in boiling at 9 AM the ship C. W. one ship in sight at 8 AM finished boiling at home when the three employed in scraping some S. E. at 6 PM strong wind from S. the ship to S. S. E. saw no whales so ends
Lat 45.26 S Long 76.05 W

Wednesday
Nov the 22

This day begins with strong wind from S at 9 AM light wind from S. S. W. made sail steering S. E. all employed in stowing oil stowed 7 pipes the middle part came out soon spoke the Rambler of Nantucket 4 months out 180 bbls of sperm latter part brisk wind from N. S. W. steering S. E. saw 1 Finback at 4 PM in sail so ends
Lat 43.23 S

Thursday
Nov the 23

Commences with strong wind from N. S. W. & thick weather trying under 2 Reefed main Topmast & mizen haul S. W. the middle part the wind N. S. W. head W the latter part wind hauled to N. by 2 haul S. W. by S saw Finbacks & Blackfish & one ship so ends
Lat 43.50 S Long 76.36 W

Friday
Nov the 24

Commences with strong gales from N. by N. & thick rain heading S. by S the middle part more pleasant at 10 AM set topmasts & gale steering N. S. W. the wind S. W. & a heavy sea at 3 PM saw 2 B. Whales to Windward & 1 to leeward lowered 3 Boats did not strike at 6 PM took in sail strong wind from N. by N. & squally heading N. 2 ships & 1 brig in sight so ends

Saturday
Nov the 25

The first part brisk wind from E. N. E. & cloudy weather at past 4 PM made sail steering N. & a heavy sea going at past 5 PM lowered for a light whale did not strike at 7 lowered for 2 whales did not strike at 11 lowered for one did not strike came on board steering S. S. E. light wind from E. & pleasant weather at 3 PM steering N. by N. latter part steering N. by E. at 4 PM Captain Hall played William Lloyd for abusive language & at 7 PM took in sail so ends

Lat 44.18 S Long 77.28

Ship Charles Phelps of Stonington Cruising Nov 1842

Sunday
Nov 26



S B

Commences with light Wind from N E & pleasant weather at 7 AM made sail steering S W at 8 AM tacked to S E at 10 past 9 saw a Right Whale lowered 3 boats struck & killed him at 11 took him to ship at 12 past 12 the Commenced putting up part 2 PM finished. Made sail steering S E saw a Ship & Boats fast to a Whale to lowered at 5 PM saw 2 Right Whales lowered 3 Boats did not strike. Came on board & took in sail heading E S E at 7 PM Captain Webb went aboard the ship. Salem and of Haver 28 mounted out 2300 Bbls. So Ends John Rogers sick with the Fever & off duty. Lat 44° 17 S

Monday
Nov 27

This day began with brisk Wind from N. E & pleasant weather at 7 AM made sail steering S at 8 commenced boiling at 9 AM Captain Thomas & his Doctor came on board from the ship Salem and of Haver to John Rogers sick with the Fever at 3 PM tacked ship steering S W strong Wind & cloudy weather at 7 took in sail & stopped boiling saw 1 Finback So Ends Lat 44° 44 S

Tuesday
Nov 28

The first part strong Wind from N E & thick rainy weather heading S W at 8 AM light Wind from S W made sail steering S E at noon commenced boiling the latter part light Wind & pleasant weather saw Finbacks & one ship at 7 PM took in sail So Ends Lat 44° 42 S

Wednesday
Nov 29

Commences with calm hazy weather employed in boiling at 10 AM light Wind from S made sail steering S W at 1 PM finished boiling at 3 AM saw a small Right Whale lowered 3 Boats struck him with the Starboard Boat & drove him out at 12 past 10 lowered 3 Boats for 2 Right Whale struck & killed one at 12 past 3 PM took him to the ship at 4 commenced putting out 7 finished & took in sail light Wind from S W heading W by N saw 1 ship Lat 44° 21 S Long 75° 55 W



S B

Thursday
Nov 30

The first part of this day light Wind from S at 4 AM made sail steering S W with hands employed in boiling & stowing down till at noon steering S E at 5 PM finished stowing put down about 70 Bbls latter part strong Wind saw Finbacks & one ship at 7 took in sail So Ends Lat 43° 52 S

1843

Ship Charles Phelps of Stonington, Cruising Dec

Friday
Dec 1st 1
Abt. these twenty four hours strong gales from S by E heading E by S employed in boiling the copper employed in setting up Pipes Saw 2 Staves & 1 Pinback so Ends Lat 43° 27' S Long 75° 41' W

Saturday
Dec 2nd 2
Commences with strong wind from S by E heading E by S employed in boiling at 6 AM finished boiling & made sail S by E to S E at 3 PM spoke the Harboret of Stonington Captain says 7 months out 500 Bbls latter part strong wind from WSW at 7 PM took in sails head & saw pinbacks

Sunday
Dec 3rd 3
The first part of this day strong gales from WSW heading S at 1 PM the ship to S by S thick being weather the middle & latter part strong gales from S by E heading S by W under close reefed Main topsail & foresail Saw a Barque Ship to the Windward so Ends Lat 43° 49' S Long 75° 19' W

Monday
Dec 4th 4
Abt. these twenty four hours heavy gales from SW to S heading from WSW to WSW lying under close reefed Main topsail & foresail last Evening after writing for the above day a heavy sea struck the ship the barboard waist & stove the waist boat to pieces & washed the foremast down out from the Starboard waist = 1 Ship in sight so End heading WSW under close reefed Main topsail & fore topsail staysail Lat 42° 56' S Long 75° 36' W

Tuesday
Dec 5th 5
The first part strong gales from S lying under close reefed main topsail & fore topsail heading WSW at 4 PM more moderate set the foresail the middle & latter part light wind from S by E pleasant weather employed cleaning Bone & Stowing Oil in the after hold & checked it off put a pipe below the deck put 45 Bbls of Oil 11 of Pork 5 of molasses & 2 sixties of Tallow in the after hold & saw Bone at 8 PM were ship heading S E saw a Barque Ship so Ends Lat 42° 06' S

Wednesday
Dec 6th 6
Commences with light wind from S by E pleasant weather at 4 AM made sail steering S E all employed in cleaning Bone & Stowing Provisions took in the Stove Board & broke her up saw Hump & Pinbacks at 6 PM tacked ship to S by W the wind S by E so Ends Lat 41° 06' S

Ship Charles Phelps of Stonington Tussing Dec 1843

Thursday
Dec 7th 1 All these twentyfour hours brisk wind from S by E to
S E Steering from S W by W to S W the Carpenter
employed in making a Mast board saw similar
at 1 P M Saw 2 sperm whales toward 2 boats they
went down came on dark saw no more of them
came aboard & stowed on brist. line & blowly
took in fore & mizen topgallent sails & flying jib
So Ends Lat 42.30 S Long 76.58 W

Friday
Dec 8th 8 The first & middle part brisk wind from S S E steering
S W employed in ships duty the latter part light
wind & pleasant saw blackback So Ends
Lat 43.13 S Long 78.37 W

Saturday
Dec 9th 9 Commences with calm cloudy weather. at 10
A M light wind from V W Steering S at 2 P M
saw a small right whale going quick to the
windward saw similar at 8 P M took in
sail head W S W Strong wind from V W & blowly
So Ends Lat 43.53 S

Sunday
Dec 10th 10 All these twentyfour hours strong wind from
N S W steering S by E at 1 P M saw a right
whale going to windward to up for whaling
took 4 lamporis at 1 P M took in topgallent sails
& mainsail at sunset took in sail head S
So Ends Lat 44.54 S Long 79.00 W

Monday
Dec 11th 11 Commences with Brisk Wind from W & blowly
at 4 P M made sail steering S W at 8 P M pleasant
kept off & the latter part Wind W S W Steering
S S W Saw blackfish at 1 P M took in sail
So Ends Lat 45.49 S Long 79.08 W

Tuesday
Dec 12th 12 The first part brisk wind from N S W steering
S S E & at the middle the latter part light
wind from W & blowly steering S at 8 P M
took in sail heading S W by S saw nothing So Ends
Lat 45.20 S Long 77.11 W

Wednesday
Dec 13th 13 Commences with light wind from S W by W at 4 P M
made sail steering S by E thick fog weather the
middle at more pleasant the latter part
thick fog at 8 P M tacked ship to W the
wind light from S S W saw nothing So Ends
Lat 44.55 S Long 76.52 W

Thursday
Dec 14th 14 Commences with light wind from S S W & thick
foggy weather steering W at 6 P M tacked to S E
employed in stowing off the blubber room & clearing
decks the middle & latter part more pleasant
steering W by N & W by S saw nothing So Ends
Lat 45.10 S Long 77.36 W

Ship Charles Phelps of Stonington Bound South 1843

Friday
Dec^r 15
This day begins with light Wind from S.W. & thick weather
steering N. & W by N at noon tacked to E.S.E. the wind
budding at 2 PM tacked to N.W. at 4 PM tacked to
S.E. at 7 tacked to N.W. light breeze from S.W. thick fog
saw nothing & ends Lat 44.31 S Long 78.45 W

Saturday
Dec^r 16
Commences with fair thick weather at 9 AM brisk
Wind S.E. steering S.W. at 1 PM took in Topgallant sail
the Middle & latter part strong Wind from S.E. & S by E
steering S.W. & S by W saw Finback & a Ship S. Ends
Lat 44.55 S Long 80.00 W

Sunday
Dec^r 17
The first part strong Wind from S by E & plus weather heading
S at 3 PM more moderate set fore & main Topgallant sails
the Middle & latter part wind E.S.E. all sail set saw
a Barque Merchant Ship steering S. saw N. Whales
S. Ends Lat 46.12 S Long 82.14 W

Monday
Dec^r 18
All these twentyfour hours light budding Wind &
breeze from the S.W. working ship to the S. saw
saw Finback S. Ends Lat 47.18 S Long 82.35 W

Tuesday
Dec^r 19
The first part fair the Middle & latter part
light Wind from S.W. steering S by E in place in
ships duty attacking a Seiner & saw Finback
S. Ends Lat 47.22 S

Wednesday
Dec^r 20
All these twentyfour hours light Wind from S.W.
& some cloudy steering S by E & S by E in place
in ships duty saw nothing S. Ends
Lat 48.43 S Long 84.32 W

Thursday
Dec^r 21
Commences with light Wind from S.W. & strong
weather steering S by E at 8 AM Wind tacked to
S.W. steering S.E. at 4 PM saw a school of sperm
Whale lowered 3 Boats struck & killed 2 one saw
lost 1 Iron & 50 fathoms of line at 11 took the other
to the ship at 12 past 12 PM commenced putting
up & finished putting up Masted sail steering
S.W. by E light Wind from S.E. by S S. Ends
Lat 49.48 S



Friday
Dec^r 22
Commences with light Wind from S.E. by S heading
S.W. by S at 4 PM brisk Wind from E head S.E.
Commenced Boiling at 8 took in Topgallant sails
at noon strong Wind from E.S.E. steering S by S
took in the Jib & Mizzen topails 2 & set the fore
& main topails latter part steering S.E. cloudy
weather S. Ends Lat 50.22 S Long 84.14 W

Ship Charles Phelps of Stonington Bound from

Saturday
Dec^r 23 Commenced with strong gales from E & S. Steering
SSE under 2 reefed fore & main topails & fore & main
topails in boiling at 7 AM took in the fore
top sail & fore reefed the main & carried the main
S & E at 5 PM finished boiling all employed in
steering bit in the shubbing room 2 Tapers & 1 listy
head marked S & H & 4 Tapers of Reddy 11 marked S & O
at 7 finished thickening the weather & hauling
SSE to ends Lat 51.50 S

Sunday
Dec^r 24 This day begins with strong E & S. Thick weather lying
under close reefed main topails & fore sails head E
at 3 AM the S & W & more moderate made sails star
SSE the middle part steering E by S at 6 PM wind N
steering E by S Saw Fairbanks to ends
Lat 52.36 S Long 80.32 W

Monday
Dec^r 25 The first & middle part brisk wind from N & E & S & W
& frequent squalls of fog & rain steering E by S
employed in ship duty. The latter part brisk wind
from W & N & pleasant weather steering SSE Saw
nothing to ends Lat 53.33 S Long 77.25 W

Tuesday
Dec^r 26 Commenced with brisk wind from W & N & pleasant
weather steering SSE at 10 AM saw a school
of Sperm Whales lowered 3 Boats struck & killed 1 at 5
took him to the ship at 8 commenced putting at 12
past 11 finished made sail & kept off SSE at 3 PM
commenced sailing at 5 PM strong wind from N
& thick rainy weather at 6 took in the fore & main
topails & fore reefed the main steering S & E at 11
finished boiling the head & pooled down so ends
Lat 54.35 S Long 75.43 W

Wednesday
Dec^r 27 These twenty four hours begin with strong wind from N
steering SSE under close reefed main topails fore sails
& fore at 1 AM set fore & main topails & main sail
at 6 let out reef at 8 set topgallentails steering
E by S. Some rain at noon pleasant course E by S
the fore & main setting up tops. The latter part strong
wind from N saw nothing to ends
Lat 56.03 S Long 72.44 W

Thursday
Dec^r 28 Commenced with strong wind from N steering E by S
at 4 AM steering E & S equally weather at 8 took in
topgallentails at 9 2 reefed the topails saw the
Piegar bearing N & E 20 miles at noon past them
saw Cape Horn at 1 PM more pleasant let out reefs
& set topgallentails steering N & E by S latter part
light wind from N & E heading SSE saw a sail to
the Eastward so ends
Lat 56.45 S Long 67.48 W

from Chile to the Falkland Islands Dec & Jan 1899

Friday
Dec 29
The first part light wind from SW steering S by E along the land at noon past an English Barque. Some Rain at 4 PM pleasant Commenced Boiling at 8 past a large ship steering to Southward the middle part light air & Calm with fine pleasant weather at 2 PM light wind from E at 5 strong Wind & hazy tacked ship to back off shore to SE Stopped Boiling the last part light wind from NNE & pleasant steering E So Ends
Lat 55.48 S

Saturday
Dec 30
Commences with light wind from NNE & pleasant weather steering SE at 3 PM saw Staten Land bearing 18 35 miles light wind from NNE steering N by W for Le Maire Straits at 4 Commenced Boiling at 8 Brisk Wind from SW at noon light wind from E latter part light air while passing through the Straits at 5 PM finished Boiling at 8 Cape St Diego 5 miles SW 8 miles distance Staten Land bore the North part E 12 miles distance Calm & Rainy So Ends Bent the small Chum

Sunday
Jan 1
The first part light wind & Calm with pleasant weather steering N by E & the land in sight some Finbacks at noon light wind from S steering S by E at 6 PM saw a ship to the Windward heading to the SW Brisk Wind from SE & cloudy at 7 past an English Brig heading to the Southward the last part light wind from E & E to NE head S & NNE So Ends
Lat 54.15 S

Monday
Jan 2
Commences with light wind from S & cloudy weather heading S by E at 7 PM strong wind from SE & raining at 8 took in 2 equal sails & 1 top sail the topsails took in manner & 1/2 thick rain, dinner put pipes down the blubber room at 2 PM more ship heading E at 3 Wind hauled to fore & aft sail steering S E So Ends

Tuesday
Jan 3
Thursday begins with strong wind from SW steering S by E at 7 past 12 PM took in fore & main topsails & hove to under 2 equal main topsails & fore sail waiting for light kept off S & set all sails employed in stages during the middle part light wind from S by W the latter part Brisk Wind from S by E heading S by E at 6 PM took in flying jib Mizzen topgal about 8 past one Reef in the Mizzen topgal at 9 tacked ship to N by W saw Finbacks So Ends Lat 52.20 S Long 62.32 W

Ship Charles Phelps of Stonington at the

Wednesday
Jan 3rd 3 Commenced with light wind from NW Steering N by E
at 9 AM Saw New Island bearing N by E Distance
30 miles the middle part brisk wind & pleasure
got up the cables & bent them cleared away
anchors & C. Stead in for Swan Island at 12 past
5 PM Came to in Clark's Harbor in 10 fathoms
Water lay bottom with Starboard anchor &
45 fathoms Chain Captain Wall went ashore
& killed 20 Geese furred Sails flared up deck & C.
So Ends

Thursday
Jan 4th 4 The first part light wind from NW Northward
all hands on shore after Geese & C fish & Mussels
Got about 50 Geese & Mullet & 3 hick seal the
latter part Brisk wind from the Westward
took down the old Boat furnished him in
side to use in going on shore & C Saw a sail
standing to the North & East & heard Canon
So Ends these twentyfour hours

Friday
Jan 5th 5 Commenced with brisk wind from S & S by E at 7
AM set the Scur got 19 Mullet at 10 AM
the wind hauled to S & blew a heavy gale with
some rain at 7 PM let go the small anchor
So Ends these twentyfour hours

Saturday
Jan 6th 6 All these twentyfour hours strong gales from
S & S by E of that & rain went fishing & gunning
got 119 Mullet & 12 Geese Salted & 30 lbs of Fish
So Ends

Sunday
Jan 7th 7 The first strong wind from S & S by E the latter
part strong gales from S & S by E these twentyfour hours

Monday
Jan 8th 8 Commenced with strong gales from S & S by E at 7 AM
at 9 AM commenced brackeing out the after
haul for Starring oil took the oil out of the blubber
room propped it put 6 Pipes aft & 1 Pipe & 1
sixty forward Stowed some Bone provisions propped
the head & stowed it Captain Wall & Boats crew
sent histery got 89 Mullet latter part light
wind from N by W at 7 PM hove up the small
anchor the copper setting up Dusk for water
So Ends these twentyfour hours

Tuesday
Jan 9th 9 This day begins with strong wind from N by W &
raining at 12 past 5 AM more pleasant got up
5 Pipes of water flamed the ship the middle
part pleasant employed in Scraping & washing
Ship Captain Wall & Boats crew went after Geese
& fish got 24 Geese no fish the latter part
thick rainy weather So Ends

Salkland Islands January 1844

Wednesday
Jan the 10 Commenced With strong Gales from SSW & thick
bainy weather at 1 o'clock we let go the small anchor
at 11 o'clock sent down the topgallant yard,
Shackled the Chains together & let her have the
full length of bower the latter part light
Wind & pleasant weather at 5 P.M. hove up the
small anchor & put it further to Windward
So Ends these twenty four hours

Thursday
Jan the 11 Ship day being With light Wind from NNE & pleasant
weather at 4 o'clock we went on shore for fresh Water
got 5 cask all hands employed in Washing &
Scouring Ship & Painting at 8 o'clock Cleared &
some Rain Stopped painting & went on shore after
Wood & Geese got 1 Boat load of Wood & 44 Geese
the last part Brisk breeze from NW & pleasant
Weather So Ends

Friday
Jan the 12 The first part strong Wind from NNE & pleasant
weather employed in Painting & the middle part
heavy Gales from SSW & Squally the Copper finished
setting up Pipes for Water the latter part more
Moderate So Ends

Saturday
Jan the 13 Commenced With strong Gales from SSW & Squally
put 5 Pipes of Water in the blubber room the
middle part more moderate at 1 o'clock went to
Painting & took 5 Pipes on shore & filled them
With fresh Water at 4 o'clock 3 P.M. thick & Rainy
Stopped Painting light Wind from SSW & clear
on shore & got 6 Geese So Ends these 24 hours

Sunday
Jan the 14 The first & middle part of these twenty four hours
strong Wind from S to SSW & Squally of that
& Rain the latter part pleasant Weather So Ends

Monday
Jan the 15 This day being With light Wind from the South
& West With pleasant weather at 8 o'clock went for
a drift of fresh Water at 5 took it on shore at 7
Commenced Painting sent Mr Burtch to Beaver
Island & got a Boat load of mussels Mr Nichols
got a Boat load of Wood Captain Wall went
after Geese & fish got 52 mulets & 39 Geese at
8 o'clock finished Painting & Stowed off the blubber
room with Water Shooks &c. at 4 P.M. strong
Wind from SSW & thick rainy weather at 5
Mr Comstock of the Ship Mercury of Stonington
came aboard she lay at Red Island at 8 he
returned light Wind & fair So Ends

1844

Ship Charles Phelps of Stonington Homeward Bound

Tuesday
Jan 16 Commences With Calm hazy weather at 3 AM
Commenced stowing water & provisions in the
fore hold & got a boat load of wood at 9 finished
stowing & cleared up decks brisk wind from NW &
& thick rain weather at 1 PM more pleasant
Sent up topgallent yards & took in the Old Mast
at 3 PM & went to New Island the mackerel
have gone out Captain Wall went fishing got
2 small light shins from 8 to 10 daily so ends

Wednesday
Jan 17 Ship twenty four hours being With light wind from
SE & hazy at 7 AM more pleasant called all
hands to get under way for them at 5 took the
buckler & stood out the harbor steering SW by W
all hands employed in stowing buckler & planks &
clearing up decks for sea gave new fore braces &c
at 7 PM Steady fair weather SE 15 miles strong
wind from SSW & Squally steering N E so ends
Lat 54.26 S

Thursday
Jan 18 the first part Brisk Gale from SSW & Squally
steering N E at 3 AM put a Stipe standing to
the foreward the middle part light wind &
pleasant employed in Ships duty gave new
braces main tack & sheets got up topmast
& loar Studingsail Began at 7 PM Set standing
sails light wind from WNW so ends
Lat 58.02 S Long 58.36 W

Friday
Jan 19 Ship twenty one hours being with light wind from
SSW & cloudy weather steering N E the wind hauled to
SSW & Squally took in Studingsails & flogging gill at
past 6 AM took in topgallent sails strong wind & thick
weather the middle part some rain at 2 PM
Single reefed the main & 2 reefed the fore & mizen
topsails at 5 more moderate let & reef out the fore
topsail & set topgallent sails at 6 let all the topsails
out brisk wind from WNW at 8 thick fog so ends
Lat 49.11 S

Saturday
Jan 20 Commences With Brisk Gale from SSW & pleasant
weather steering N E at 4 AM set topmast & loar
Studingsail at 8 sent up main topgallent
Studingsail down & set the sail at 1 PM sent up
the fore & set the sail gave new main & main topsails
clewlines &c the Watchers employed in Ships duty
Saw nothing so ends Lat 48.01 S

Sunday
Jan 21 the first part of this day Brisk Gale from SSW steering
N E the middle part the wind SE steering N E the
latter part wind SW by S steering N E Saw nothing
so ends Lat 46.49 S Long 49.11 W

Charles Phelps of Stonington Homeward Bound 1844

- Monday
Jan 22 The first & middle part of this day brisk gales
from S.W. by S & squally with hail & rain. Steering
N.E. employed in ship's duty the last part the wind
S.W. by W. Saw nothing so ends
Lat 44.58 S
- Tuesday
Jan 23 This day begins with strong wind from N.W. & pleasant
weather steering N.E. at 10 AM wind N. took in
topgallant & lower studding sails at 10 took in
topmast studding sail at noon squally with hail
wind S.W. by S steering N.E. by S set studding sails got
up prevented fore topgallant back stays saw Fairbanks
so ends
No Lat
- Wednesday
Jan 24 Commenced with strong wind from N.W. steering N.E. by S
at 5 AM took in lower studding sail to mend at 7
took in topgallant studding sail & mizen topgallant sail
wind N. at 12 PM took in topmast studding sail
at 3 PM heavy squall took in topgallant sails gill &
mizen topsail & 2 reefed the fore & mizen at 4 noon
moderate set main sail & gill steering N.E. the last
part the wind N.W. steering N.E. by N saw Fairbanks
& whale feed so ends
Lat 41.09 S Long 40.36 W
- Thursday
Jan 25 The first part strong wind from S.W. steering
N.E. by N under 2 reefed fore & main topsail & foresail
at 1 PM more moderate made sail to main
topgallant sail at 5 set studding sails the middle
part calm employed in ship's duty the last part
brisk wind from E by S heading N.E. by E cloudy weather
saw nothing so ends
Lat 39.53 S
- Friday
Jan 26 This day begins with brisk wind from N.W. by N &
pleasant weather steering N.E. by S the middle part
light wind from N.W. steering N.E. employed in
ship's duty about the cluster mizen & bent the
spanker the latter part the wind hauled to N by N
heading E by N on the wind all sail set cloudy
weather so ends saw nothing
Lat 38.32 S Long 39.48 W
- Saturday
Jan 27 Commenced with light wind from N by E heading E by S
at 12 PM wind hauled to N & backed to S
at 10 AM wind hauled to N by W backed ship
to N by E fair weather the watches employed in
ship's duty at noon took in flying gill & mizen
topgallant sail at 3 took in the fore & main stream sail
from N heading E by E thick weather at 4 set main
topgallant sail at 5 PM took it in & single reefed the
mizen topsail some rain at 8 PM heavy squall called
all hands & took in sail hove to under close reefed main topsail
at 11 set foresail so ends
Lat 38.05 S

Charles Phelps of Stonington Homeward Bound 1849

Sunday
Janth 18

This day began with strong gales from N by E head
E by N under close reefed main topsail & fore sail at
12 PM strong wind from SW steering N by E at 8
PM pleasant weather all sail set a heavy sea from
N the last part calm saw nothing so ends
Lat 39.23 S Long 33.18 W

Monday
Janth 29

Commenced with calm pleasant weather at 4 AM
light wind from N heading E by E at 5 wind N by W
heading N by E employed in ship's duty. Painted the
tackles running & masts was 10 calm at 8 AM
light wind from N by E & had looking weather next day
took in topgallant sails & reefed the topsails thick
foggy weather strong wind from N heading N by E
at 8 PM heavy gales from N under close
reefed main topsail at 9 more moderate set fore
at 9 set fore & mizen topsails & reefed at 11 past 9 set jib
& main sail at 12 reefed out the main topsail & end

Tuesday
Janth 30

The first part of this day brisk wind from N by E
& squally with rain made & took in sail accordingly
the middle & latter part more pleasant all sail
set heading N by E employed in ship's duty
saw nothing so ends Lat 30.43 S

Wednesday
Janth 31

All these twentyfour hours light puffing wind
N by W to N heading E by E to N by E thick foggy
weather all sail set the watches employed in ship's
duty saw nothing so ends Lat 35.55 S

Thursday
Feb^{ary} 1

Commenced with strong wind from N by E & N by E heading
N by E & N by W at 9 AM took in topgallant sails
some fog & rain at 11 AM reefed the topsails at
1 PM tacked ship heading N by E the latter
part more pleasant heading E the wind N by W
saw nothing so ends

Friday
Feb^{ary} 2

The first part strong wind from N by E & thick weather
steering N by E under 2 reefed topsails at 6 AM
more moderate set 1 reef set the fore & main topsails
& set topgallant sails at 10 set all the reefs out
main topsail middle part weather the same
latter part more moderate & some rain the
wind N by W head N by E saw nothing so ends

Saturday
Feb^{ary} 3

Commenced with strong wind from N by E & thick
weather steering N by E the middle part moderate
all sail set employed nothing during the
last part light wind from N by E steering N
cloudy weather saw nothing so ends

Charles Phelps of Hingham Homeward Bound 1841

- Sunday
Feb 4 7 These twentyfour hours begining with light baffling wind
& pleasant weather at 11 AM light wind from NW
heading SE the middle & latter part light wind from
NW by W steering N E by E to E by E saw
nothing & ended Lat 32.44 S Long 29.44 W
- Monday
Feb 5 5 All this day light wind from NW by W to NW by N
heading SE to E by S employed in rattling the
hurlboard fore rigging making sprungum &c
saw nothing & ended Lat 31.12 S Long 28.48 W
- Tuesday
Feb 6 6 All of these twentyfour hours brisk wind from NW by N
& S by N & pleasant weather heading SE & S by E
employed in rattling rigging making sprungum &c
saw nothing & ended Lat 29.51 S
- Wednesday
Feb 7 7 The first & middle part of this day light wind from
NW by N to N & pleasant weather heading SE & E by E to
SE & the latter part baffling wind & squally
employed in ships duty fitting rigging &c
saw nothing & ended Lat 28.18 S Long 26.54 W
- Thursday
Feb 8 8 Commences with light baffling wind & pleasant the
middle & latter part light wind from NW by N to
NW heading from NW E to E by E the watches
employed in ships duty saw a Barque ship steering
to the Eastward so ended Lat 27.45 S Long 26.36
- Friday
Feb 9 9 The first part light baffling wind working to the then
the middle part light wind from NW by N heading
SE & E by S employed in ships duty &c at 8 AM
wind hauled to SE & tacked ship to SE the
above named Barque in sight at 6 AM so ended
Lat 26.33 South
- Saturday
Feb 10 10 This day begining with brisk from N steering NW
at 5 AM past a ship steering S - saw the ship & brig
steering to the SE & on the wind the middle part
wind NW by N to E employed in making sprungum
& gaskets painted the water side &c the last part
the wind baffling so ended Lat 25.23 S Long 24.05 W
- Sunday
Feb 11 11 All of these twentyfour hours brisk wind from
NW by N to NW & pleasant weather steering
SE & E by S saw an English merchant ship
& an American whaler steering on the wind to
the SE & so ended Lat 24.04 S Long 24.15 W

Charles Phelps of Stonington November 1844

Monday
Feb the 12 The first part of this day brisk wind from N by S
bearing & E by S employed in Ship's duty at 1 PM
spoke the Sabious of Sanilocket Captain Chase
12 months out 200 sperm Captain came on
board at 4 PM returned calm pleasant weather
So Ends Lat 22.22 S Long 23.33 W

Tuesday
Feb the 13 Commences with light wind from S E and
pleasant weather steering S by E at 8 PM
Captain Hall went on board the Sabious the
next came here employed in Ship's duty at
6 PM Captain Hall found boards light & happy
wind steering S by E So Ends
Lat 24.33 S Long 24.44 W

Wednesday
Feb the 14 The first part of these twentyfour hours light wind
from S E & pleasant weather steering S by W
the middle part the wind S E & E by S heading
S W & E by S employed in pulling the fore rigging
making gaskets & C put up the turning pulley
the Ship Sabious in sight So Ends
Lat 26.11 S

Thursday
Feb the 15 The first & middle part of this day light wind
from S to S by W steering from S W to N W & W employed
in taring & cutting rigging the latter part light
bustling wind & valves at 5 PM tacked ship to
E by E in company with the Sabious of Sanilocket
at 8 PM tacked to S W light wind from S W
saw no whales So Ends
Lat 28.12 South

Friday
Feb the 16 Commences with light wind from S E & pleasant
weather employed in taring & cutting rigging
the middle part calm latter part the same
So Ends these twentyfour hours
Lat 29.53

Saturday
Feb the 17 These twentyfour hours begins with calm
pleasant weather at 5 PM light wind from
S E by S employed in taring & cutting rigging
at 11 PM past a large ship steering to the
Southward the latter for 7 miles So Ends
Lat 29.40 S Long 27.19 W

Sunday
Feb the 18 The first part of this day calm pleasant weather
at 1 PM light wind from S steering S by E
commenced steering S by E the middle part wind
S E by S & lower steering S by E the Ship
Sabious in sight So Ends Lat 28.52 S

Charles Phelps of Haverhill Homeward Bound 1844

Monday
Feb the 19 All these twentyfour hours brisk wind from
E to SE steering & employed in ships duty
Some Squalls of Wind & rain the ship being
in sight So Ends
Lat 11-56 S Long 28-21 W

Tuesday
Feb the 20 The first part brisk wind from E to SE steering
& the middle part light wind & baffling
employed in filling ship for paint &c the
latter part Wind ESE & pleasant the ship
Being of Nantucket in sight So Ends
Lat 14-58 S Long 28-56 W

Wednesday
Feb the 21 Commences with Brisk Wind from E & E &
steering & employed in painting masts &
yard &c at noon kept off by light latter
part the same saw nothing So Ends
Lat 13-08 S Long 29-44 W

Thursday
Feb the 22 This day being with Brisk Wind from ESE
& pleasant weather steering & by all employed
in painting yards &c at 4pm past a large
ship steering SW at 5pm past a ship
steering over E the latter part the Wind
SE So Ends
Lat 10-48 S Long 30-50 W

Friday
Feb the 23 All of these twentyfour hours Brisk weather
from E steering & by all employed in
ships duty saw 2 large ships steering SE
& W So Ends
Lat 8-27 S Long 31-44 W

Saturday
Feb the 24 Commences with Brisk Wind from SE steering
& by all the middle part steering over W all
employed in stowing & unloading & repairing
&c to fix for painting the latter part steering
& by all saw nothing So Ends
Lat 6-38 S Long by Chronometer
by Lunar 33-17 W 32-57 W

Sunday
Feb the 25 The first part of this day Brisk Wind from
SE by S steering over W the middle & latter part
the Wind SE steering & by all saw a large ship
from SE saw nothing So Ends Lat 4-54 S
Long by Chronometer 34-11 W by Lunar 34-31 W

Chart's Shells of Stonington Harbourward Bound 1899

Monday
Feb the 16 Commencing with light buffing Wind & Squalls
Some Rain at 1 PM light Wind from SSE
Steering NW by N yet no pleasant weather. Saw
a single Ship steering NW by S employed in
hauling Ship inside the latter part some
squalls of rain stopped painting Steaming by N
So Ends Lat 34 48 S Long 76 48 W

Tuesday
Feb the 17 The first & Middle part of this day light Wind
from SSE by S Steaming NW by N employed in
hauling the last part light Wind from SSE
Steering NW by S Saw 4 Ships Steaming to the
Northward & Westward So Ends
Lat 22 22 S Long 36 24 W

Wednesday
Feb the 18 The first & Middle part of this day light Wind
from ESE & pleasant weather employed in
hauling the latter part light Wind from SSE
Steering NW by S one Ship in sight So Ends
Lat 1 27 S Long 37 44 W

Thursday
Feb the 19 All of these twentyfour hours Buffing Wind
from S E to SE & Squally with Rain
Steering NW by S employed in Ships
duty Saw a Ship to Windward So Ends
Lat 00 09 S

Friday
March the 1 All of this day Brisk Wind from S E by E & clear
weather Steaming NW by S all employed in Ships
duty Saw nothing So Ends
Lat 1 26 N Long 41 05 W

Saturday
March the 2 All of these twentyfour hours Brisk Wind from
S E to ESE & clear weather Steaming NW by S
all employed in Ships duty Saw nothing
So Ends Lat 3 28 N Long 45 15 W

Sunday
March the 3 All of these twentyfour hours Brisk Wind from
ESE & pleasant weather Steaming NW by S
Saw nothing So Ends
Lat 5 26 N Long 48 23 W

Monday
March the 4 All of this day Brisk Wind from S E by E & clear
weather Steaming NW by S all employed in Ships duty
Saw nothing So Ends
Lat 7 55 N Long 46 49 W

Charles Phelps of Stonington Homeward Bound 1844

Tuesday
March the 5 The first & middle part Brisk Wind from
N E Steering N W by E all employed in Ships
duty the latter part Strong Wind from E & E
& Cloudy a heavy sea from the N W Saw Nothing
So Ends Lat 9.53 N

Wednesday
March the 6 Commences with Brisk Wind from N E by E
Steering N W by E employed in Ships duty
Painted the Boat over head Saw a Barque
Ship Steering N W by E the middle & latter part
Wind E & E So Ends
Lat 12.07 N Long 50.48 W

Thursday
March the 7 The first part of this day Brisk Wind from
N E Steering N W by E the middle part
Wind E & E employed in Ships duty
Painted the Starboard Boat Saw 3 Sail
the latter part light Wind from E &
Steering N W by E So Ends
Lat 13.56 N Long 52.38 W

Friday
March the 8 Commences with Brisk Wind from E by E
& Squally Steering N W by E the middle & latter
part the Wind N E by E Steering N W employed in
Ships duty Saw Nothing So Ends
Lat 15.42 N Long 54.42 W

Saturday
March the 9 The first part of this day Brisk Wind from E & E
& pleasant weather Steering N W at 8 AM Squally
took in Studding sails & flying jib at 11 took in
topgallant sails heavy Rain & Squally at noon
single reefed the topsails the latter part
Strong Wind from N E a heavy sea going from
N W & N E Saw Gulf Weed So Ends

Sunday
March the 10 Commences with Brisk Gales from N E Steering
N W under single reefed topsails at 3 AM
past a Brig Steering SW at 5 AM set fore &
Main topgallant sails over reefed topsails the
middle part Strong Wind from N E by E & pleasant
the latter part Cloudy heavy sea So
Lat 19.12 N Long 59.11 W

Monday
March the 11 This day begins with Strong Wind from N E Steering
N W at 6 AM set Studding sails pleasant weather
employed in Ships duty however some water came
in the Main hatchway to boole it the latter part
light Wind from E & E Saw Nothing So Ends
Lat 20.54 N Long 64.08 W

Charles Phelps of Stonington Homeward Bound 1844

Tuesday
March the 12 Commences with light wind from E Steady in
the middle part light wind from SSW employed
in setting up topgallent rigging &c at 2 PM
past a large log at 5 PM took a Squal Bait
topmast Studding sail boom the last part
light baffling air & calm So Ends
Lat 21.4 N Long by Chron 82.16
by Lunar 82.29 W

Wednesday
March the 13 This day begins with light wind from N head
at 11 AM at 2 PM strong wind from N by W tacked
ship to N by E took in the fore & mizen topgallent
sails at 5 PM wind N by E tacked to N by E
& kept the topsails the middle part the same
the latter part strong wind from N by E heading
N by W saw four or five seals nothing so ends
Lat 22.20 N Long 82.58 W

Thursday
March the 14 The first part of this day strong N by E from
N by W & N by E heading N by E & N by E under
keeped topsails a heavy sea running a head
at 11 PM more moderate under sail head
N by E & employed in ship's duty. the latter part
the same saw nothing So Ends
Lat 23.22 N Long

Friday
March the 15 Commences with fresh wind from N by E
heading N by E by E the middle part baffling
wind painted the waist boat looks badly
hauled homeing Mast Coats &c the last part
light wind from N by E heading from N by E to
N by E saw nothing So Ends
Lat 24.29 N Long 80.47 W

Saturday
March the 16 This day begins with light wind from N heading
E by E at 12 PM past 3 PM tacked to N by W the
middle & latter part light wind from N by W
heading from N by W to N by W saw Finbacks So Ends
Lat 25.03 N Long 80.12 W

Sunday
March the 17 The first & middle part of this day light wind
from N to N by E heading from N by W to N by W at
4 PM wind hauled to N by E set Studding sails
saw nothing So Ends
Lat 25.27 N

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Charles Phelps of Stonington Homeward Bound 1844

Monday
March the 18 The first part of this day light wind from E
steering N the middle part SE & pleasant weather
employed in ships duty the latter part light
wind from SE by S So Ends
Lat 25.37 N Long 63.56 W

Tuesday
March the 19 The first & middle part of this day light air
from SE steering N employed in ships duty
sealed out the canvas painted benches &c
saw a schooner heading to the Eastward the
latter part light wind from SE by S So Ends
Lat 27.08 N Long 64.54 W

Wednesday
March the 20 Commenced with light wind from SE by S &
pleasant weather steering NW at 5 AM saw
a brig steering NE the middle part light
air & calm employed in painting masts
& yards &c at 8 PM brisk wind from
NE by E So Ends took in topgallant sails & reefed
the topsails Lat 28.07 N Long 66.08 W

Thursday
March the 21 This day begins with strong wind from NE by E
to E & squally steering NW at 5 AM light light
wind & baffling set all sail the middle part
brisk wind from SE & raining at 5 PM calm
at 7 light air from NW the last part calm
saw nothing So Ends
Lat

Friday
March the 22 Commenced with calm pleasant weather at 6 AM
light wind from N by N steering NW by N employed
in ships duty put on new gaskets painted
horns casks & scuttle but &c at 1 PM saw a
brig steering SE brisk wind from SW set
studding sails at 6 PM took in topgallant studding
sails at 7 took in topmast studding sail jib & flying
jib & ranter topgallant sails & reefed the
mizen topmast strong wind from SSW & squally
steering NW saw a humpback So Ends
Lat 29.55 N Long 68.24 W

Saturday
March the 23 This day begins with heavy gales from SW & squally
with thunder lightning & rain steering N weather
close reefed main topsail & foresail at 10 AM set
2 reefed fore topsail at 11 past 3 took in fore sail
& fore topsail heavy squalls from N by N with
a heavy sea at 7 AM employed in heaving over
the side works at 10 set foresail at 11 fore topsail
at 1 PM more pleasant set jib mainsail mizen
topsail let one reef out the main So Ends
Lat 31.44 N Long 68.22 W

Charles Phelps of Stonington Homeward Bound 1844

Sunday

March the 24

Commenced with brisk wind from N.W. steering N.W. under 2 Reefed topsails in heavy head sea at 8 am strong wind from S.W. let kees out fore & main topsails past a Brig ship heading S.E. at 10 am put 1 kee in the fore & main topsails at 12 pm 2 Reefed them pulled the main sail jib & Mizzen topsail at 1 PM took a heavy squall pulled fore & main topsail & fore sail steering S.W. at 2 PM more moderate set fore sail & bloste Reefed fore & main topsail at 4 set main sail & jib. Squally weather, heavy sea on at 15 past a Brig lying to at 17 wind N.W. at pulled mainsail & jib so Ends Lat 33° 44' N Long 68° 55' W

Monday

March the 25

Ship day begins with heavy gales from N.W. & Squally head W. & under bloste Reefed fore & main topsails at 1 am took in fore topsail at 1 PM set fore sail at 12 past took it in broke the port band to the main topsail yard blew up the sail fixed it & set the sail at 5 set fore sail saw 1 ship & 3 Brigs steering S.E. this day Pumped considerable bil so Ends Lat 34° 27' N

Tuesday

March the 26

Commenced with strong gales from N.W. by N & Squally lying under bloste Reefed main topsail & fore sail head N by E at 2 am set bloste Reefed fore & mizen topsails at 3 set mainsail & jib at 8 am wind N head N.W. at 10 let 1 kee out the fore & mizen & 2 out the main topsail got out fresh water at 12 past 11 Reefed the main & mizen topsails in heavy head sea at 10 am strong wind took in jib & spanker at 2 bloste Reefed the fore & main topsails at 5 took in fore & mizen topsails at 12 past 6 took in mainsail saw nothing so Ends Lat 35° 11' N Long 68° 46' W

Wednesday

March the 27

Ship day begins with strong gales from N.W. by S & Squally heading N.W. by N under bloste Reefed main topsail & foresail at 5 am more pleasant set fore & mizen topsails jib & mizen at 8 am let 2 kees out topsails at 10 set fore & main topsails at 12 past a Brig steering S.E. at 12 past 11 strong wind & heavy sea took in topsails & jib & Reefed the topsails at 5 PM more moderate the wind N.W. let 1 kee out the topsails & set topsails & jib at 8 Reefed mizen topsail & furled flying jib so Ends

Lat 36° 24' N Long 69° 58' W

Charles Phelps of Stonington Homeward Bound

Thursday
March 28 Commences with brisk wind from W & W head
at 2 AM wind N by E head & E by N at 6
calm at 9 AM brisk wind from N E steering
N & W & by W at 4 PM past a ship steering
N saw Blackfish & Porpoise & a Sunfish at 6
PM took in topgallentails at 2 the feet the
topsails strong wind from E & E & green water
So Ends
Lat 37.37 N Long 89.29 W

Friday
March 29 This day begins with strong wind from E & cloudy
steering N & W under 2 reefed topsails at 1 PM
3 AM let reefs out at 5 AM set topgallentails
wind SE & raining at 7 steering N by W saw a brig
& schooner at 10 AM brisk wind from S & more
pleasant at noon steering NW let Studding sails
at 10 AM kept off N & W at 2 thick fog at 4
sounded in 65 Fathoms green haze at 6 sounded
in 45 Fathoms green haze all impleyed in
ships duty at 10 AM sounded at 12.37 Fathoms light
wind from W & thick fog lying with main topsail
aback head N & W So Ends
Lat 39.37 N Long 77.53 W

Saturday
March 30 Commences with light wind from W & thick & foggy
weather lying with main topsail aback head N & W
at 4 PM fog lit up made sail & steed in N & W
5 sail in sight at 1 PM took the wind from
N & E turned to N & W at 2 AM set E & E steering
at 5 PM past Montauk point at 7 came aback
off Watch Hill Reef at 9 PM took pilot standing
off & on the land So Ends Captain Hall went to anchor

Sunday
March 31 This day begins with brisk wind from E & E & cloudy
weather lying off between Block Island & Watch Point
at 1 AM thick & raining & reefed the topsails at 3
heavy squalls took in jib & foresails at day light
stood in for Watch Point came in thick rain
split Mizzen topsail topmast staysail & parted the
leach rope to the main topsail Close reefed the
topsails kept off & went round the West end of
Fishers Island & came to anchor off New London
light House in 10 Fathoms with Starboard anchor
& 10 Fathoms then the wind hauled to N & E & more
pleasant bent topmast staysail cleared up decks
& the latter part snow & hail So Ends

Ship Charter & Logs of Stenning 1844

Monday
April 1st

Commences with strong gales from S & E & thick
snow storm. at 6 AM planket all hands
employed in clearing the snow off decks & getting
out fresh water. The middle & latter part clear
weather. Lashed the sails to throw off the ice
waiting for a chance to get underweigh. at 3
PM wind blew from S & the Chain which hangs
to S & E made out the Chain & let her lay for the
night to S. rather impatient to get home

Tuesday
April 2nd

Commences with brisk wind from the Northward
& clear weather at 7 AM took the anchor
stood down through Fishers Island Sound & came
to anchor in the 4 fathoms hole furled the
sails & went home. So Ends the Voyage

Voyage Began, Aug. 29th 1842
" Ended, April 2^d 1844

Account of Pork Beef Bread Flour & Molasses expended
onboard the Ship Charles Phelps of Stonington the
first voyage from New York in August the 29 1842

Bbls of Pork & of Beef				Bbls of Bread & Molasses			
August 29-1	B	September 8	1	August 29	1	August 29	1
" " 31-1	"	" " 16	1	October 4	1	September 29	1
September 13-1	"	" " 24	1	November 18	1	October 31	1
" " 20-1	"	October 2	1	December 29	1	November 30	1
" " 28-1	"	" " 10	1	January 1843	1	December 28	1
October 8-1	"	" " 18	1	March 5	1	Jan 1843	23
" " 17-1	"	" " 26	1	April 8	1	February 11	1
" " 26-1	"	November 2	1	" " 15	1	March 11	1
November 3-1	"	" " 10	1	May 1	1	April 7	1
" " 12-1	"	" " 18	1	June 11	1	May " "	11
" " 22-1	"	" " 26	1	July 21	1	June " "	1
December 4-1	"	December 4	1	August 23	1	July " "	23
" " 9-1	"	" " 11	1	September 26	1	August 14	1
" " 17-1	"	" " 19	1	October 30	1	September 3	1
" " 25-1	"	" " 26	1	November 18	1	December 20	1
January 1843 2-1	"	" " 31	1	December 6	1	October 6	1
" " 9-1	"	January 4	1	January 22	1	February 26	1
" " 17-1	"	" " 16	1	February 6	1	" " " "	26
" " 25-1	"	" " 22	1	March 21	1	November 18	1
February 2-1	"	" " 27	1	Bbls of Flour Jan 1844 16 2			
" " 10-1	"	February 2	1	August 23	1	February 14	1
" " 20-1	"	" " 8	1	September 12	2 1/2	March 21	1
March 1-1	"	" " 15	1	October 21	2 1/2		
" " 11-1	"	" " 22	1	December 7	2 1/2		
" " 20-1	"	" " 29	1	January 13	2 1/2		
" " 30-1	"	March 7	1	March " "	1 3/4		
April 7-1	"	" " 13	1	April " "	10 1/4		
" " 18-1	"	" " 18	1	May " "	3 1/4		
" " 27-1	"	" " 23	1	" " " "	15 1/4		
May 6-1	"	" " 27	1	June 3	2 1/2		
" " 15-1	"	April 1	1	July 4	2 1/2		
" " 22-1	"			August 9	2 1/2		
June 1-1	"			September 9	2 1/2		
" " 8-1	"			October 10	2 1/2		
" " 16-1	"			November 10	2 1/2		
" " 23-1	"			December 11	2 1/2		
" " 30-1	"			Jan 1844 8	2 1/2		
July 7-1	"			February 4	2 1/2		
" " 15-1	"			March 2	2 1/2		
" " 23-1	"			" " " "	25 1/2		
" " 31-1	"						
August 11-1	"						
" " 15-1	"						
" " 23-1	"						
" " 31-1	"						

Types Shaded

5
5
10
5
7
18
7
2
5
7

Whales taken in the Ship Charles Phelps of Stonington the first

	Bbls B = 25		B = 105		Bbls B = 24
	B = 75		B = 105		B = 16
	B = 90		B = 70		B = 20
	B = 65		B = 60		B = 40
	B = 65		B = 125		B = 40
	B = 60		B = 85		
	B = 55		B = 20		
	B = 20		B = 75		
	B = 80				
	B = 80				
	B = 90				
	B = 120				
	B = 100				
	B = 110				
	B = 120				
	B = 130				
	B = 120				
	B = 105				
	B = 105				
	B = 105				
	B = 105				
	B = 105				

Whale No. 2791
Stonington
1845

Whale taken in the Ship Charles Phelps the second voyage

- | | | | | | |
|-------------------|--|---|---|--|---|
| P |  | B | W |  | B |
| T |  | B | N |  | B |
| L |  | B | T |  | B |
| O |  | B | N |  | B |
| P |  | B | | | |
| L |  | B | | | |
| L |  | B | | | |
| |  | B | | | |
| P |  | B | | | |
| T |  | B | | | |
| <i>found dead</i> | | | | | |
| |  | | | | |
| L |  | B | | | |
| N |  | B | | | |
| N |  | B | | | |
| L |  | B | | | |
| L |  | B | | | |
| W |  | B | | | |
| L |  | B | | | |
| W |  | B | | | |
| W |  | B | | | |
| L |  | B | | | |

21 whales

Flour used on the voyage, White Line

Keys of Butter used

Flour	Molasses	Gls	Manilla days	day	key	lbs	one
September 5-1	September 4-18	September 4	5	September	12	1	33
28-1	" " 24-78	November 3	1	September	12	1	33 8
October 14-1	November 29-28		1	October	17	1	33 8
November 3-1	January 2-28	March - 25	2	November	19	1	33 8
21-1	" " 11-28			December	28	1	34
December 8-1	February 22-28			February	10	1	34 8
24-1	April - 7-28			March -	26	1	34 4
January 5-1	" " 19-71			April -	30	1	
16-1	June - 12-66			May -	4	1	34
27-1	July - 20-67			June -	13	1	34
February 6-1	September 5-70			July -	15	1	34
March 19-1	December 3-66			" " "		1	33 4
March - 4-1	December 23			August -	18	1	33
" " 16-1				September	10	1	34
April - 2-1				October -	27	1	33
" " 16-1				December	3	1	34
" " 27-1				" "	5	1	34
May " 10-1					28	1	34
" " 20-1				January	20	1	33
" " 24-1				February	9	1	32
June - 5-1							
" " 8-1							
" " 16-1							
" " 22-1							
" " 28 1							

Flour	Molasses	Gls	Manilla days	day	key	lbs	one
July - 7-1							
" " 15-1	Sugar November 3	September	4	6			
" " 24-1							
August 5-1							
" " 17-1							
September 9-1							
October 24-1							
November 16-1							
" " 30-1							
December 12 1							
" " 24 1							
January 6 1							
" " 21 1							
February 3 1							
" " 15 1							
" " 26 1							
March 12 1							

Cask of Corn Open
October the 26th 11

1842 Ships Spoken on the Voyage in the C. Phelps of Stonington

Feb the 3	Pembroke N. London Sater 8 m 200 S 20 W
Do 17	Newton New Bedford 18 m 300 S 1500 W
Feb the 4	North America N. London Disler 5 m 150 S 100 W
March the 2	Rowena Fall River Miles 18 m 300 S 2400 W
May the 7	Young Eagle Nantucket Austin 30 m 2500 S
1843	Bartholomew Gosport Falmouth Kappel 41 m 1600 S
Do 16	Friendship of Fair Haven Sater 15 m 1100 W
Do 17	Carabella Sag Harbor Babcock 20 m 500 S 850 W
Do 18	Bingham Mystic Eldridge 9 m 600 W
June 16	William Ben Falmouth Lincoln 20 m 650 S
July 10	Pacific of New Bedford 10 m 1400 W
Do	Margaret of New Port 22 m 750 S 300 W
Aug the 10	Longington Nantucket Weeks 32 m 1350 S 1200 W
Do 21	Charles Tree New Bedford Gay 10 m 240 S 2550 W
Do 24	Factor of Pokipsee Howland 1900 W
November 1	Milo of New Bedford Gubner 5 m 18 S
Do 4	Kingston of Nantucket 6
Do 6	Nantasket New London Smith 9 m 500 W
Do 8	Pandace New London Keel 13 m 750 W
Do 22	Rambler Nantucket Mc Gleave 4 m 180 S
Do 26	Salamander Howre Thomas 28 m 2300 W
December 2	Cabinet Stonington Hayes 7 m 600 W

BY THE PROTECTION INSURANCE COMPANY.

No. 378

THIS POLICY OF INSURANCE WITNESSETH,

THAT THE PROTECTION INSURANCE COMPANY do by these PRESENTS cause

Charles P. Williams, whom it may concern

to be assured lost or not lost.

Ten thousand dollars, upon the new Ship, Charles Phelps & her outfit, proportionately on each as value in the margin, at & from Stonington, on a Whaling Voyage to the South Atlantic Ocean & elsewhere, wheresoever she may go, & until her return to Stonington, with liberty to stop at any port or ports for refreshments or informally to ship home oil taken on the outward passage, at the risk of the assured, to go into port to sell catchings, paying half for each port used & half for the ship going into Table Bay Cape Good Hope, but guarantee of all catchings she considers as outfit, until they amount to the outfit

SUM INSURED.

\$10,000

VESSEL VALUED AT

\$14,000

Including Premium.

PREMIUM

\$800

whereof is master for this present voyage *Palmer Hall* or whoever shall be Master in the said vessel, or by whatsoever other name or names the said vessel, or Master thereof, is or shall be named or called, beginning the adventure upon the said *Ship & outfit* as aforesaid, and to continue during the voyage aforesaid, on the vessel until she shall be arrived and moored at anchor twenty-four hours in safety, and on the property until landed.

And it shall be lawful for the said vessel in her voyage, to proceed and sail to, touch and stay at, any ports or places, if thereunto obliged by stress of weather, or other unavoidable accidents, without prejudice to this Assurance.

Touching the adventures and perils which the said Insurance Company are contented to bear, and take upon them in this voyage, they are of the Seas, Fire, Enemies, Pirates, Assailing Thieves, Restraints and Detainments of all Kings, Princes, or people, of what nation or quality soever, Barratry of the Master, (unless the assured be owner of the vessel) and of Mariners, and all other losses and misfortunes, which have, or shall come to the damage of the said *Ship & outfit* or any part thereof; provided, that the Assurers shall not be liable for any loss on live stock dying on deck, unless drowned, nor for any loss on live stock landed alive; nor for any partial loss on live stock unless the same amount to ten per cent. upon the whole aggregate value of each kind of stock separately; nor for any partial loss on bar and sheet iron, iron wire, tin plates, salt, grain of all kinds, tobacco, fruit of all kinds, cheese, dry fish, vegetables and roots, hempen yarn, cotton bagging, pleasure carriages, household furniture, skins and hides, leather, harness, shoes, musical instruments, looking glasses, and all articles that are perishable in their own nature; nor for any partial loss on hemp, books and paper, or nails, unless the loss amount to twenty per cent. on the whole value thereof; nor for any partial loss on sugar, flax, flaxseed, and bread, unless the loss amount to seven per cent. on the whole aggregate value of such articles; nor for any partial loss on coffee in bags or bulk, and pepper in bags or bulk, unless the loss amount to ten per cent. on the whole aggregate value of such articles; nor for any partial loss on other goods, or on the vessel or freight, unless it amount to five per cent. exclusive, in each case, of all charges and expences incurred for the purpose of ascertaining and proving the loss: but the owners of such goods shall recover on a general average. And in case of any loss or misfortune, it shall be lawful for the assured,

factors, servants, and assigns, to sue, labor, and travel for, in and about the defence, safeguard, and recovery of the said *Ship & outfit* or any part thereof, without prejudice to this Assurance, to the charges whereof, the said Insurance Company will contribute, in proportion as the sum assured is to the whole sum at risk. And so the said Insurance Company aforesaid, are contented, and do hereby bind the capital stock and other common property of the said Insurance Company to the assured, *their* executors, administrators and assigns, for the true performance of the premises, confessing themselves paid, the consideration due unto them for this Assurance, by the assured, at and after the rate of

Three per cent. per annum for all time the voyage may continue over thirty months

And it is hereby agreed, that if the assured shall have made any other assurance upon the *Ship & outfit* aforesaid, prior in date to this Policy, then the said Insurance Company shall be answerable only for so much as the amount of such prior assurance may be deficient towards fully covering the property *Ship & outfit* either for the whole voyage, or from one port of lading or discharge to another; and the said Insurance Company shall return the premium, or a reasonable part thereof, upon so much of the sum by them assured, or for such part of the voyage as they shall be exonerated from by such prior insurance, excepting half per cent. which shall be retained in all cases of return premium: provided that no return premium shall be made for any passage, whereon the risk has once commenced. And in case of any assurance upon the said *Ship & outfit* whether it be for the whole or part of the voyage, subsequent in date to this policy, the said Insurance Company shall nevertheless be answerable, to the full extent of the sum by them herein assured, without right to claim contribution from such subsequent assurers; and shall accordingly be entitled to retain the premium by them received, in the same manner as if no such subsequent assurance had been made. And in case of loss, the assured is to abate one per centum; and such loss shall be paid in sixty days after proof and adjustment thereof, the amount of the premium note, if unpaid, and all sums due to the Company, from the assured, when such loss becomes due, being first deducted, and all sums coming due being first paid or secured to the satisfaction of the said Insurance Company, they discounting interest for anticipating payment. It is also agreed, that in case of capture or detention, the assured shall not have the right to abandon therefor, until proof is exhibited of condemnation, or of the continuance of the detention, (by capture or other arrest,) for at least ninety days; and that the assured shall not abandon in consequence of the port of destination being blockaded, but the vessel shall, in such case, have liberty to proceed to another port not blockaded, and there end the voyage, or wait a reasonable time for the blockade of the original port of destination to be raised: and that the acts of the Assured or Assurers in recovering, saving, and preserving the property insured in case of disaster, shall not be considered a waiver or acceptance of an abandonment.

It is also agreed, that the Assurers shall not be answerable for any charge, damage, or loss, which may arise in consequence of seizure or detention, for, or on account of, illicit or prohibited trade, or trade in articles contraband of war; but the judgment of a foreign consular or colonial court, shall not be conclusive upon the parties, as to the fact of there having been articles contraband of war on board, or as to the fact of an attempt to trade in violation of the laws of nations. It is also agreed, that this Policy shall be void in case of its being assigned, transferred, or pledged, without the previous consent in writing of the Assurers. It is also agreed, that the Assured shall not have the right to abandon the vessel for the amount of damage merely, unless the amount which the Assurers would be liable to pay under an adjustment, as of a partial loss, shall exceed half the amount insured: and in case of a total loss of the vessel with salvage, the amount allowed out of the salvage to the officers and crew, for wages earned, or services rendered previously to the loss, shall be considered as so much of the salvage applied to the use of the ship owners, even although the same should be allowed or paid under the name of salvage, and not as wages, and shall accordingly be deducted in adjusting the loss. It is further agreed, that if any dispute shall arise, relating to a loss on this Policy, it shall be submitted to the judgment and determination of arbitrators mutually chosen, whose award in writing shall be conclusive and binding on all parties.

In witness whereof, the Protection Insurance Company have caused these presents to be signed by their President, and attested by their Secretary, at their office in the City of Hartford, and State of Connecticut, but the same shall not be valid, until countersigned by

David Bort

Esq. of *New London*

Agent of said Protection Insurance Company.

H. Conner

SECRETARY.

D. W. Clark

PRESIDENT.

Countersigned at *New London* this day

15 of Aug

1842

David Bort

AGENT.

Chas. P. Williams & others
Ship Edo Pepper

**PROTECTION
INSURANCE COMPANY,**

Hartford, Conn.

No 378

\$10.000 INSURED.

PREMIUM \$500

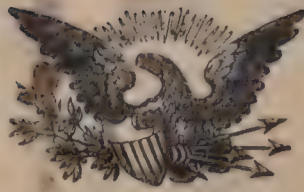
POLICY.

\$

May 13 1842

S

United States of A



WHALEMEN'S SHIPPING PAP

It is agreed between the Owner, Master, Officers, Seamen and Mariners of the Ship *Ch. Phelps* now bound on a Whaling Voyage, from the Port of *Stonington* to *West Coast of Africa*.

That, in consideration of the shares affixed to our names, we, the said Officers, Seamen and Mariners, shall and will perform the above mentioned voyage, promising hereby to obey all the lawful commands of the said Master, or other Officers of said Ship, and faithfully to do and perform the duty of Seamen and Mariners as required by said Master or Officers, by night or by day, on board the said Ship or in her boats, and at all places where the said Vessel shall put in or anchor at, during the said voyage, to do their best endeavors for the preservation of the said Vessel and her cargo, and on no account or pretence whatever, to go on shore or on board of any other Vessel, without leave first obtained from the Master or commanding officer of said Ship, hereby engaging that forty-eight hours absence, without such leave, shall be deemed a total desertion, and in default of the performance of their duty in any particular, they severally agree to subject themselves to all the penalties and forfeitures of the several Acts of Congress, for the government and regulation of Seamen in the Merchant service. And it is further agreed, that in case of disobedience, neglect, pillage, embezzlement, quarrelling, habitual intemperance, desertion, or the sale of a share or any part thereof before the return of said Vessel, the said Mariners do forfeit their shares, together with all their goods, chattels, &c. on board said ship, or in any store or place where they may be lodged, to the use of the owner of said vessel, and moreover shall be liable to pay all damages that may be sustained by being obliged to hire other Seamen or Mariners in their place. And it is further agreed by both parties, that each and every lawful command which the said Master or commanding officer shall think necessary to issue for the effectual government of said vessel, suppressing immorality, and vice of all kinds, shall be strictly complied with, under the penalty of the persons disobeying, forfeiting their share,

together with every thing belonging to the administrators, renouncing all right and title form twenty days' labor, in fitting, loading and unloading, to pay the share of the net proceeds of all that shall be obtained, as soon after the return of the voyage, as the Oil or whatever else may be obtained, can be sold and the voyage made up by the Owner or Agent of said ship, first deducting all such sums as may be due from them to the owner or officers thereof, for advances, supplies, or debts arising from any other consideration. And we hereby pledge to the owners, our several shares as security for the payment of the same. It is also further agreed between the Owner of said Ship *Ch. Phelps* on the one part, and the Captain, Officers, and Crew on the other part, that if the Captain, Officers, and Crew, or either of them, are prevented by sickness or any other cause, from performing their duty during the whole of said voyage in said ship that any of them so falling short, shall receive of their lay or share in proportion, as the time served or duty performed by them, is to the whole time said Ship is performing her voyage. And it is hereby understood and mutually agreed, by and between the parties aforesaid, that they the said Officers, Seamen and Mariners, will render themselves on board the said Ship *Ch. Phelps* whenever thereunto requested by the Owner, Agent, or Officers of said Ship. And they further agree to be subject to the usage and custom of the Port of *Stonington* in reference to this agreement. In TESTIMONY OF OUR FREE ASSENT, CONSENT, AND AGREEMENT to the premises, we have hereunto set our hands, at *Stonington* the day and date affixed to our names.

DATE.	NAMES.	CAPACITY.	WITNESS.	SHARES.
1842. Sept. 20	Palmer Hall	Captain	Chas. P. Williams	46 One Sixteenth
	Gilbert Pundtator Jr	1 st Mate	C. York	425 One Twenty fifth
	Thomas Buxton Jr	2 nd Mate	Chas. P. Williams	440 One Forty fifth
	John C. Sticks	3 rd Mate	ditto	460 One Sixteenth
	Silas Hetch	Boat Stewer	Chas. P. Williams	480 One Twenty fifth
	Chas. H. Austin	Boat Stewer	C. P. Williams	480 One Twenty fifth
Apr 29	Seamus & Fletcher	Boat Stewer	C. York	455 One Eighty fifth
	Amos P. Pundtator	Boat Stewer	C. York	465 One Eighty fifth
	Anthony Verhoff	Cook	Chas. P. Williams	460 One Sixteenth
	Edison P. Berry	Seaman	ditto	445 One Hundred & forty fifth
	William Greenman	Carpenter	ditto	445 One Hundred & forty fifth
	Thomas Steven	Ordg. Seaman	ditto	460 One Hundred & Sixteenth
Sept 4	John Hewkston	Seaman	C. York	445 One Hundred & forty fifth
	Richard H. Adams	Boy	Chas. P. Williams	420 One Two Hundred & Seventeenth
	William Cole	Ordg. Seaman	C. York	455 One Hundred & fifty fifth
	Albert Boardman	Ordg. Seaman	Chas. P. Williams	450 One Hundred & fifth
	Daniel Brown	Green Hand	Chas. P. Williams	460 One Hundred & sixteenth
	Gordon Hall	Ship Keeper	ditto	440 One Hundred & tenth
	Charles & Stephens	Seaman	ditto	450 One Hundred & fifth
Sept 23	William Payne	Green Hand	C. York	460 One Hundred & eighth
	William H. Shields	Green Hand	ditto	455 One Hundred & eighth
	Joshua & Burns	Ordg. Seaman	ditto	460 One Hundred & sixteenth
	Dennis & Sullivan	Green Hand	ditto	485 One Hundred & eighth
	William & Lord	Green Hand	ditto	485 One Hundred & eighth
	John & T. Weaver	Cook	ditto	465 One Hundred & twenty fifth
	William & H. Smith	Steward	ditto	465 One Hundred & twenty fifth
	Cyrene & Harris	Green Hand	ditto	485 One Hundred & eighth
	Dudley M. Corbin	Boy		435
	Daniel J. Debeck	Boat Stewer		435


**ACTS OF THE CONGRESS OF THE
STATES OF AMERICA,
for the Government of Seamen, Merchants, &c.**

An Act for the government and regulation of Seamen in the Merchant's Service. Passed July 30, 1790.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That from and after the first day of December next, every master or commander of any ship or vessel bound from a port in the United States to any foreign port, or of any ship or vessel of the burden of fifty tons or upwards, bound from a port in one state to a port in any other than an adjoining state, shall, before he proceed on such voyage, make an agreement in writing, or in print, with every seaman or mariner on board such ship or vessel, (except such as shall be apprentices, or servants to himself, or owners) declaring the voyage or voyages, term or terms of time for which such seaman or mariner shall be shipped. And if any master or commander of such ship or vessel shall carry out any seaman or mariner, (except apprentices or servants as aforesaid) without such contract or agreement being first made and signed by the seaman and mariners, such master or commander shall pay to every such seaman or mariner, the highest price or wages which shall have been given at the port or place where such seaman or mariner shall have been shipped for a similar voyage, within three months next before the time of such shipping: Provided such seaman or mariner shall perform such voyage; or if not, then for such time as he shall continue to do duty on board such ship or vessel; and shall moreover forfeit twenty dollars for every such seaman or mariner, one half to the use of the person prosecuting for the same, the other half to the use of the United States; and such seaman or mariner, not having signed such contract shall not be bound by the regulations, nor subject to the penalties and forfeitures contained in this act.

SECTION 2. *And be it enacted,* That at the foot of every such contract shall be a memorandum in writing, of the day and the hour in which such seaman or mariner, who shall so ship and subscribe, shall render himself on board to begin the voyage agreed upon. And if any such seaman or mariner shall neglect to render himself on board the ship or vessel, for which he has shipped, at the time mentioned in such memorandum, and if the master, commander, or other officer of the ship or vessel shall, on the day on which such neglect happened, make an entry in the log-book of such ship or vessel, of the name of such seaman or mariner, and shall in like manner note the time that he so neglected to render himself, (after the time appointed) every such seaman or mariner shall forfeit for every hour which he shall so neglect to render himself, one day's pay, according to the rate of wages agreed upon, to be deducted out of his wages. And if any such seaman or mariner shall wholly neglect to render himself on board of such ship or vessel, or, having rendered himself on board, shall afterwards desert and escape so that the ship or vessel proceed to sea without him, every such seaman or mariner shall forfeit and pay to the master, owner, or consignee of the said ship or vessel, a sum equal to that which shall have been paid to him by advance at the time of signing the contract, over and besides the sum so advanced; both which sums shall be recoverable in any court, or before any justice or justices of any state, city, town or county, within the United States, which by the laws thereof, have cognizance of debts of equal value, against such seaman or mariner, or his surety or sureties, in case he shall have given surety to proceed on the voyage.

SECTION 3. *And be it enacted,* That if the mate, or first officer under the master, and a majority of the crew of any ship or vessel, bound on a voyage to any foreign port, shall, (after the voyage is begun, and before the ship or vessel shall have left the land) discover that the said ship or vessel is too leaky, or is otherwise unfit in her crew, body, tackle, apparel, furniture, provisions or stores, to proceed on the intended voyage, and shall require such unfitness to be inquired into, the master or commander shall, upon the request of the said mate, (or other officer) and such majority, forthwith proceed to or stop at the nearest or most convenient port or place where such inquiry can be made, and shall there apply to the judge of the district court, if he shall there reside, or if not, to some justice of the peace of the city, town or place, taking with him two or more of the said crew who shall have made such request; and thereupon such judge or justice is hereby authorized and required to issue his precept, directed to three persons in the neighborhood, the most skillful in maritime affairs that can be procured, requiring them to repair on board such ship or vessel, and to examine the same in respect to the defects and insufficiencies complained of, and to make report to him, the said judge or justice, in writing under their hands, or the hands of two of them whether in any or in what respect the said ship or vessel is unfit to proceed on the intended voyage, and what addition of men, provision, or stores, or what repairs, or alterations in the body, tackle, or apparel will be necessary: and upon such report, the said judge or justice shall adjudge and determine, and shall endorse on the said report, his judgment, whether the said ship or vessel is fit to proceed on the intended voyage; and if not, whether such repairs can be made, or deficiencies supplied, where the ship or vessel then lays, or whether it is necessary for the said ship or vessel to return to the port from whence she first sailed; and there be refitted; and the master and crew shall in all things conform to the said judgment; and the master or commander shall, in the first instance, pay all the costs of such view, report, and judgment, to be taxed and allowed on a fair copy thereof, certified by the said judge or justice. But if the complaint of the said crew shall appear upon the said report and judgment to have been without foundation, then the said master or owner, or consignee of such ship or vessel shall deduct the amount thereof, and of reasonable damages for the detention (to be ascertained by the said judge or justice) out of the wages growing due to the complaining seamen or mariners. And if after such judgment, such ship or vessel is fit to proceed on her intended voyage, or after procuring such men, provisions, stores, repairs, or alterations, as may be directed, the said seamen or mariners, or either of them, shall refuse to proceed on the voyage, it shall and may be lawful for any justice of the peace, to commit by warrant under his hand and seal, every such seaman or mariner (who shall so refuse) to the common jail of the county, there to remain without bail or mainprize, until he shall have paid double the sum advanced to him at the time of subscribing the contract for the voyage, together with such reasonable costs as shall be allowed by the said justice, and inserted in the said warrant, and the surety or sureties of such seaman or mariner, (in case he or they shall have given any) shall remain liable for such payment, nor shall any such seaman or mariner be discharged upon any writ or habeas corpus or otherwise, until such sum be paid by him or them, or his or their surety or sureties, for want of any form of commitment, or other previous proceedings. *Provided,* that sufficient matter shall be made to appear, upon the return of such habeas corpus, and an examination, then to be had to detain him for the causes herein before assigned.

SECTION 4. *And be it enacted,* That if any person shall harbor or secrete any seaman or mariner belonging to any ship or vessel, knowing them to belong thereto, every such person on conviction thereof, before any court in the city, town or county, where he, she, or they may reside, shall forfeit and pay ten dollars for every day which he, she, or they shall continue so to harbor or secrete such seaman or mariner, one half to the use of the person prosecuting for the same, the other half to the United States; and no sum exceeding one dollar shall be recoverable from any seaman or mariner, by any one person, for any debt contracted during the time such seaman or mariner shall actually belong to any ship or vessel, until the voyage for which such seaman or mariner engaged shall be ended.

SECTION 5. *And be it enacted,* That if any seaman or mariner who shall have subscribed such contract as is herein before described, shall absent himself from on board the ship or vessel in which he shall have shipped, without leave of the master or officer commanding on board; and the mate or other officer having charge of the log book, shall make an entry therein of the name of such seaman or mariner, on the day which he shall so absent himself, and if such seaman or mariner shall return to his duty within forty-eight hours, such seaman

or mariner shall forfeit three day's pay for every day which he shall so absent himself, to be deducted out of his wages; but if any seaman or mariner shall absent himself for more than forty-eight hours at one time, he shall forfeit all the wages due to him, and all his goods and chattels which were on board the said ship or vessel, or in any store where they may have been lodged at the time of his desertion, to the use of the owners of said ship or vessel, and moreover shall be liable to pay to him or them all the damages which he or they may sustain, by being obliged to hire other seamen or mariners in his or their places, and such damages shall be recovered with costs, in any court, or before any justice or justices having the jurisdiction of the recovery of debts to the value of ten dollars or upwards.

SECTION 6. *And be it enacted,* That every seaman or mariner shall be entitled to demand and receive from the master or commander of the ship or vessel to which they belong, one third part of the wages which shall be due to him at every port, where such ship or vessel shall unlade and deliver her cargo, before the voyage be ended, unless the contrary be expressly stipulated in the contract; and as soon as the voyage is ended, and the cargo or ballast be fully discharged at the last port of delivery, every seaman or mariner shall be entitled to the wages which shall be then due according to his contract, and if such wages shall not be paid within ten days after such discharge, or if any dispute shall arise between the master and seamen or mariners, touching the said wages, it shall be lawful for the judge of the district where said ship or vessel shall be, or in case his residence be more than three miles from the place, or of his absence from the place of his residence, then for any judge or justice of the peace, to summon the master or such ship or vessel to appear before him, to show cause why process should not issue against such ship or vessel, her tackle, furniture, and apparel, according to the course of admiralty courts, to answer for the wages, and if the master shall neglect to appear, or if he shall not show that the wages are paid or otherwise satisfied, or forfeited, and if the matter in dispute shall not be forthwith settled, in such case the judge or justice shall certify to the clerk of the court of the district, that there is sufficient cause of complaint whereon to found admiralty process, and thereupon the clerk of such court shall issue process against such ship or vessel, and the suit shall be proceeded on in the said court, and final judgment be given according to the course of admiralty courts in such cases used, and in such suit all the seamen or mariners (having cause of complaint of the like kind against the same ship or vessel) shall be joined as complainants; and it shall be incumbent on the master or commander to produce the contract and log-book, if required, to ascertain any matters in dispute otherwise the complainants shall be permitted to state the contents thereof, and the proof of the contrary shall lie on the master or commander; but nothing herein contained shall prevent any seaman or mariner from having or maintaining any action at common law for the recovery of his wages; or for immediate process out of any court having admiralty jurisdiction wherever any ship or vessel may be found, in case she shall have left the port of delivery where her voyage ended before payment of the wages, or in case she shall be about to proceed to sea before the end of the ten days next after the delivery of her cargo or ballast.

SECTION 7. *And be it enacted,* That if any seaman or mariner, who shall have signed a contract to perform a voyage, shall at any port of place, desert, or shall absent himself from such ship or vessel, without leave of the master, or officer commanding in the absence of the master, it shall be lawful for any justice of the peace within the United States, (upon the complaint of the master) to issue his warrant to apprehend such deserter, and bring him before such justice, and if it shall then appear by due proof that he has signed a contract within the intent or meaning of this act, and that the voyage agreed for is not finished, altered, or the contract otherwise dissolved, and that such seaman or mariner has deserted the ship or vessel, or absented himself without leave, the said justice shall commit him to the house of correction or common jail of the city, town, or place, there to remain until the ship or vessel shall be ready to proceed on her voyage, or till the master shall require his discharge, and then to be delivered to the said master, he paying all the costs of such commitment, and deducting the same out of the wages due to such seaman or mariner.

SECTION 8. *And be it enacted,* That every ship or vessel belonging to a citizen or citizens of the United States, of the burden of one hundred and fifty tons or upwards, navigated by ten or more persons in the whole, and bound on a voyage without the limits of the United States, shall be provided with a chest of medicines, put up by some apothecary of known reputation, and accompanied by directions for administering the same; and the said medicines shall be examined by the same or some other apothecary, once at least in every year, and supplied with fresh medicines in the place of such as shall have been used or spoiled, and in default of having such medicine chest so provided and kept fit for use, the master or commander of such ship or vessel shall provide and pay for all such advice, medicine, or attendance of physicians, as any of the crew shall stand in need of in case of sickness, at every port or place where the ship or vessel may touch or trade at during the voyage, without any deduction from the wages of such sick seaman or mariner.

SECTION 9. *And be it enacted,* That every ship or vessel belonging as aforesaid, bound on a voyage across the Atlantic ocean, shall, at the time of leaving the said port from whence she sails, have on board, well secured under deck, at least sixty gallons of water, one hundred pounds of salted flesh meat, and one hundred pounds of wholesome ship bread, for every person on board such ship or vessel, over and besides such other provisions, stores, and live stock, as shall be the master or passengers be put on board, and in like proportion for shorter or longer voyages; and in case the crew of any ship or vessel, which shall not have been so provided, shall be put on short allowance, in water, flesh or bread, during the voyage, the master or owner of such ship or vessel shall pay to each one of the crew, one day's wages beyond the wages agreed upon, for every day they shall be so put on short allowance, to be recovered in the same manner as their stipulated wages.

An Act supplementary to the Act concerning Consuls, and Vice-Consuls, and for the further protection of American Seamen. Passed February 28, 1803.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That before a clearance be granted to any vessel bound on a foreign voyage, the master thereof shall deliver to the collector of the customs, a list containing the names, places of birth, and residence, and a description of the persons who compose his ship's company, to which list the oath of affirmation of the captain shall be annexed, that the said list contains the names of his crew, together with the places of their birth and residence, as far as he can ascertain them; and the said collector shall deliver him a certified copy thereof, for which the collector shall be entitled to receive the sum of twenty-five cents; and the said master shall moreover enter into a bond with sufficient security, in the sum of four hundred dollars, that he shall exhibit the aforesaid certified copy of the list to the first boarding officer at the first port in the United States at which he shall arrive at his return thereto, and then and there shall produce the persons named therein, to the said boarding officer, whose duty it shall be to examine the men with such list, and report the same to the collector; and it shall be the duty of the collector at the said port of arrival (where the same is different from the port which the vessel originally sailed) to transmit a copy of the list so reported to him, to the collector of the port from which said vessel originally sailed. *Provided,* That the said bond shall not be forfeited on account of the said master not producing to the first boarding officer, as aforesaid, any of the persons contained in the said list, who may be discharged in a foreign country with the consent of the consul, vice-consul, commercial agent, or vice-commercial agent there residing, signified in writing under his hand and official seal, to be produced to

the collector, with the other persons composing the crew as aforesaid: nor on account of any such person dying or absconding, or being forcibly impressed into other service, of which satisfactory proof shall be then also exhibited to the collector.

SECTION 2. *And be it enacted,* That it shall be the duty of every master or commander of a ship or vessel, belonging to the citizens of the United States, who shall sail from any port of the United States, after the first day of May next, on his arrival at a foreign port, to deposit his register, sea-letter, and Mediterranean passport, with the consul, vice-consul, or commercial agent, (if there be any at such port) and in case of refusal or neglect of the said master or commander to deposit the said papers as aforesaid, he shall forfeit and pay five hundred dollars, to be recovered by the said consul, vice-consul, commercial agent, or vice-commercial agent, in his own name, for the benefit of the United States, in any court of competent jurisdiction; and it shall be the duty of such consul, vice-consul, commercial agent, or vice-commercial agent, on such master or commander producing to him a clearance from the proper officer of the port, where his ship or vessel may be, to deliver to the said master or commander all of his said papers. *Provided,* Such master or commander shall have complied with the provisions contained in this Act, and those of the Act to which this is a supplement.

SECTION 3. *And be it further enacted,* That whenever a ship or vessel belonging to a citizen of the United States, shall be sold in a foreign country, and her company discharged, or when a seaman or mariner, a citizen of the United States, shall with his own consent, be discharged in a foreign country, it shall be the duty of the master or commander to produce to the consul, vice-consul, commercial agent, or vice-commercial agent, the list of his ship's company, certified as aforesaid: and to pay to such consul, vice-consul, commercial agent, or vice-commercial agent, for every seaman or mariner so discharged, being designated on such list as a citizen of the United States, three month's pay over and above the wages which may then be due, to such mariner or seaman, two-thirds thereof to be paid by such consul or commercial agent, to each seaman or mariner so discharged, upon his engagement on board of any vessel to return to the United States, and the other remaining third to be retained for the purpose of creating a fund for the payment of the passages of seamen or mariners, citizens of the United States, who may be desirous of returning to the United States, and for the maintenance of American seamen who may be destitute, and may be in such foreign port, and the several sums retained for such fund shall be accounted for with the treasury every six months by the persons receiving the same.

SECTION 4. *And be it further enacted,* That it shall be the duty of the consuls, vice-consuls, commercial agents, and vice-commercial agents, of the United States, from time to time to provide for the mariners and seamen of the United States, who may be found destitute within their districts respectively, sufficient subsistence, and passages to some port in the United States, in the most reasonable manner, at the expense of the United States, subject to such instructions as the Secretary of State shall give; and that all masters and commanders of vessels belonging to citizens of the United States, and bound to some port of the same, are hereby required and enjoined to take such mariners or seamen on board of their ships or vessels at the request of the said consuls, vice-consuls, commercial agents, or vice-commercial agents, respectively, and to transport them to the port in the United States, to which such ships or vessels may be bound, on such terms not exceeding ten dollars for each person, as may be agreed between the said master and consul or commercial agent. And the said mariners or seamen shall, if able, be bound to do duty on board of such ships or vessels, according to their several abilities. *Provided,* That no master or captain of any ship or vessel shall be obliged to take a greater number than two men to every one hundred tons burthen of the said ship or vessel, on any one voyage, and if any such captain or master shall refuse the same on the request or order of the consul, vice-consul, commercial agent, or vice-commercial agent, such captain or master shall forfeit and pay the sum of one hundred dollars for each mariner or seaman so refused, to be recovered for the benefit of the United States, in any court of competent jurisdiction. And the certificate of any such consul, or commercial agent, given under his hand and official seal shall be *prima facie* evidence of such refusal in any court of law having jurisdiction for the recovery of the penalty aforesaid.

SECTION 5. *And be it further enacted,* That the seventh and eighth sections of the act entitled, "An act concerning consuls, and vice-consuls," be, and the same is hereby repealed; and the Secretary of State be authorized to reimburse the consuls, vice-consuls, commercial agents, or vice-commercial agents, such reasonable sums as they may heretofore have advanced for the relief of seamen, though the same should exceed the rate of twelve cents a man per diem.

SECTION 6. *And be it further enacted,* That it shall and may be lawful for every consul, vice-consul, commercial agent, or vice-commercial agent of the United States, to take and receive for every certificate of discharge of any seaman or mariner in a foreign port, fifty cents; and for commission on paying and receiving the amount of wages payable on the discharge of seamen in foreign ports, two and a half per centum.

SECTION 7. *And be it further enacted,* That if any consul, vice-consul, commercial agent, or vice-commercial agent, shall falsely and knowingly certify, that property belonging to foreigners is property belonging to citizens of the United States, he shall on conviction thereof, in any court of competent jurisdiction, forfeit and pay a fine not exceeding ten thousand dollars, at the discretion of the court, and be imprisoned for any term not exceeding three years.

SECTION 8. *And be it further enacted,* That if any consul, vice-consul, commercial agent, or vice-commercial agent, shall grant a passport or other paper, certifying that any alien, knowing him or her to be such, is a citizen of the United States, he shall on conviction thereof, in any court of competent jurisdiction, forfeit and pay a fine not exceeding one thousand dollars.

SECTION 9. *And be it further enacted,* That all powers of attorney executed after the thirtieth day of June next, in a foreign country, for the transfer of any stock of the United States, or for the receipt of interest thereon, shall be verified by the certificate and seal of a consul, vice-consul, commercial agent, or vice-commercial agent, if any there be at the place where the same shall be executed, for which the person giving the certificate shall receive fifty cents.

An Act concerning the Navigation of the United States, Passed March 1, 1817.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,* That after the thirtieth day of September next, no goods, wares, or merchandise, shall be imported into the United States, from any foreign port or place, except in vessels of the United States, or from any foreign vessels as truly and wholly belong to the citizens or subjects of that country of which the goods are the growth, production or manufacture; or from which such goods, wares, or merchandise can only be, or most usually are, first shipped for transportation. *Provided nevertheless,* That this regulation shall not extend to the vessels of any foreign nation which has not adopted or which shall not adopt a similar regulation.

SECTION 2. *And be it further enacted,* That all goods, wares or merchandise imported into the United States contrary to the true intent and meaning of this act, and the ship or vessel wherein the same shall be imported, together with her cargo, tackle, apparel and furniture, shall be forfeited to the United States; and such goods, wares or merchandise, ship, or vessel and cargo, shall be liable to be seized, prosecuted, and condemned, in like manner, and under the same regulations, restrictions and provisions, as have been heretofore established for the recovery, collection, distribution, and remission of forfeitures to the United States by the several revenue laws.

SECTION 3. *And be it further enacted,* That after the thirtieth of September next, the bounties and allowances now granted by law to the owners of boats or vessels, engaged in the fisheries, shall be paid only

on boats or vessels, the officers and at least three-fourths of the crews of which shall be proved, to the satisfaction of the collector of the district where such boat or vessel shall belong, to be citizens of the United States, or persons not the subjects of any foreign prince or state.

SECTION 4. *And be it further enacted,* That no goods, wares or merchandise shall be imported under penalty of forfeiture thereof, from one port of the United States to another port of the United States, in a vessel belonging wholly or in part to a subject of any foreign power; but this cause shall not be construed to prohibit the sailing of any foreign vessel from one to another port of the United States, provided no goods, wares, or merchandise, other than those imported in such vessel from some foreign port, and which shall not have been unladed, shall be carried from one port or place to another in the United States.

SECTION 5. *And be it further enacted,* That, after the thirtieth day of September next, there shall be paid a duty of fifty cents per ton upon every ship or vessel of the United States, which shall be entered in a district in one state from a district in another state, except it be an adjoining state on the sea-coast, or on a navigable river or lake, and except, also, it be a coasting vessel, going from Long Island in the state of New York, to the state of Rhode Island, or from the state of Rhode Island to the state of New York, having on board goods, wares and merchandise, taken in one state to be delivered in another state. *Provided,* That it shall not be paid on any ship or vessel having a license to trade between the different districts of the United States, or to carry on the bank or whale fisheries, more than once a year. And *provided also,* That if the owner of any such ship or vessel, or his agent, shall prove to the satisfaction of the collector, that three-fourths at least of the crew thereof are American citizens, or persons not the subjects of any foreign prince or state, the duty to be paid in such case shall be only at the rate of six cents per ton—but nothing in this section shall be construed to repeal or effect any exemption from tonnage duty, given by the eighth section of the act, entitled, "An act to provide for the establishment of certain districts," and therein to amend an act entitled, "An act to regulate the collection of duties on imports and tonnage, and for other purposes."

SECTION 6. *And be it further enacted,* That after the thirtieth day of September next, there shall be paid upon every ship or vessel of the United States, which shall be entered in the United States, from any foreign port or place, unless the officers, and at least two-thirds of the crew thereof shall be proved citizens of the United States, or persons not the subjects of any foreign prince or state, to the satisfaction of the collector, fifty cents per ton. And *provided also,* That this section shall not extend to ships or vessels of the United States which are now on foreign voyages, or which may depart from the United States prior to the first day of May next, until after their return to some port of the United States.

SECTION 7. *And be it further enacted,* That the several bounties and remissions or abatements of duty, allowed by this act, in the case of the vessels having a certain proportion of seamen who are American citizens, or persons not subjects of any foreign power, shall be allowed in the case of vessels having such proportion of American seamen during their whole voyage, unless in case of sickness, death or desertion, or where the whole or part of the crew shall have been taken prisoners in the voyage.

An Act regulating Passenger Ships and Vessels, Passed March 2, 1819.

SECTION 1. *Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That if the master or other person on board of any ship or vessel, owned in the whole or in part by a citizen or citizens of the United States, or the territories thereof, or by a subject or subjects, take on board of such ship or vessel, at any foreign port or place; or shall bring or convey into the United States, or the territories thereof, from any foreign port or place; or shall carry, convey, or transport, from the United States or the territories thereof, to any foreign port or place, a greater number of passengers than two for every five tons of such ship or vessel, according to custom-house measurement, every such master, or other person so offending, and the owner or owners of such ship or vessel, shall severally forfeit and pay to the United States, the sum of one hundred and fifty dollars for each passenger so taken on board of such ship or vessel, over and above the duty of two cents for every five tons of such ship or vessel, to be recovered by suit in any circuit or district court of the United States, where the said vessel may arrive, or where the owner or owners aforesaid may reside. *Provided nevertheless,* That nothing in this act shall be taken to apply to the complement of men usually and ordinarily employed in navigating such ship or vessel.

SECTION 2. *And be it further enacted,* That if the number of passengers so taken on board of any ship or vessel, as aforesaid, shall exceed the said proportion of two to every five tons of such ship or vessel, by the number of twenty passengers in the whole, every such ship or vessel shall be deemed and taken to be forfeited to the United States, and shall be prosecuted and distributed in the same manner in which the forfeitures and penalties are recovered and distributed under the provisions of the act, entitled "An act to regulate the collection of duties on imports and tonnage."

SECTION 3. *And be it further enacted,* That every ship or vessel bound on a voyage from the United States to any port on the continent of Europe, at the time of leaving the last port whence such ship or vessel shall sail, shall have on board, well secured under deck, at least sixty gallons of water, one hundred pounds salted provisions, one gallon of vinegar, and one hundred pounds of wholesome ship bread for each and every passenger on board such ship or vessel, over and above such other provisions, stores, and live stock, as may be put on board by such master or passengers for their own use, or for the use of the crew of such ship or vessel; and in like proportion for a longer or shorter voyage; and the duty on board of such ship or vessel, in which the proportion of provisions herein directed shall not have been provided, shall at any time be put on short allowance, in water, flesh, vinegar, or bread, during any voyage aforesaid, the master and owner of such ship or vessel shall severally pay to each and every passenger who shall have been put on short allowance as aforesaid, the sum of three dollars for each and every day they may have been on such short allowance, to be recovered in the same manner as seamen's wages are or may be recovered.

SECTION 4. *And be it further enacted,* That the captain or master of any ship or vessel arriving in the United States, or any of the territories thereof, from any foreign place whatever, at the same time that he delivers a manifest of the cargo and, if there be no cargo, then at the time of making report or entry of the ship or vessel, pursuant to the existing laws of the United States, shall also deliver and report to the collector of the district, in which such ship or vessel shall arrive, a list or manifest of all the passengers, taken on board the said ship or vessel at any foreign port or place; in which list or manifest it shall be the duty of the said master to designate, particularly, the age, sex, and occupation of the said passengers, respectively; the country to which they severally belong, and that of which it is their intention to become inhabitants; and shall further set forth whether any and what sum of money he has received, or is to receive, from the passengers, sworn to by the said master in the manifest of the cargo; and that the refusal or neglect of the master aforesaid, to comply with the duty of this section, shall incur the same penalties, disabilities, and forfeitures, as are at present provided for a refusal or neglect to report and deliver a manifest of the cargo aforesaid.

SECTION 5. *And be it further enacted,* That each and every collector of the customs, who shall receive any manifest or list of passengers as aforesaid shall be delivered, shall, quarterly yearly, return copies thereof to the Secretary of State of the United States, by whom statements of the same shall be laid before Congress at each and every session.

AND, in order that full and speedy information may be obtained of the seizure or detention, by any foreign power, of any seaman employed on board any ship or vessel of the United States: *And be it further enacted,* That it shall and is hereby declared to be the duty of the master of every ship or vessel of the United States, any of the crew whereof shall have been impressed or detained by any foreign power, at the first port at which such ship or vessel shall arrive, if such impressment or detention happened on the high seas, or if the same happened within any foreign port, then in the port in which the same happened, immediately to make a protest, stating the manner of such impressment or detention, by whom made, together with the name and place of residence of the person impressed or detained, distinguishing also whether he was an American citizen, and if not, to what nation he belonged. And it shall be the duty of such master to transmit by post or otherwise, every such protest made in a foreign country, to the nearest Consul, Agent, or to the Ministers of the United States resident in such country, if any such there be, preserving a duplicate of such protest, to be by him sent immediately after his arrival in the United States, to the Secretary of State, together with information to whom the original protest was transmitted. And in case such protest shall be made within the United States, or in any foreign country, in which a Consul or Minister of the United States resides, the same shall, as soon thereafter as practicable, be transmitted by such master, by post or otherwise, to the Secretary of State.

And be it further enacted, That a copy of this law be transmitted by the Secretary of State, to each of the Ministers and Consuls of the United States resident in foreign countries, and by the Secretary of the Treasury, to the several Collectors of the districts of the United States, whose duty it is hereby declared to be from time to time to make known to the provisions of this law, to all masters of ships and vessels of the United States entering or clearing at their several offices. And the master of every such ship or vessel shall before he is admitted to the crew of the ship or vessel under his command have been impressed or detained, in the course of his voyage, and how far he has complied with the directions of this act. And every such master shall willfully neglect or refuse to make the declarations hereinafter required, or to perform the duties enjoined by the act, shall forfeit and pay the sum of one hundred dollars. And it is hereby declared to be the duty of every such collector to prosecute, for any forfeiture that may be incurred under this act.

United States of America.



WHALEMEN'S SHIPPING PAPER.

It is agreed between the Owner, Master, Officers, Seamen and Mariners of the Ship *Chas Phelps* together with every thing belonging to them on board said vessel. Hereby for themselves, heirs, executors, and administrators, renouncing all right and title to the same. And they also further agree, that they will each of them perform twenty days' labor, in fitting, loading, and unloading said vessel, (and in default thereof, to pay for the same.) And the owner of said Ship hereby promise upon the fulfillment of the above conditions, to pay the shares of the nett proceeds of all that shall be obtained by the crew, during said voyage, agreeably to the shares set against their respective names, as soon after the return of the voyage, as the Oil or whatever sums may be obtained, can be sold and the voyage made up by the Owner or Agent of said ship, first deducting all such sums as may be due from them to the owner or officers thereof, for advances, supplies, or debts arising from any other consideration. And we hereby pledge to the owners, our several shares as security for the payment of the same. It is also further agreed between the Owner of said Ship *Chas Phelps* on the one part, and the Captain, Officers, and Crew on the other part, that if the Captain, Officers, and Crew, or either of them, are prevented by sickness or any other cause, from performing their duty during the whole of said voyage in said ship that any of them so falling short, shall receive of their lay or share in proportion to the whole time said ship is performing her voyage. And it is hereby understood and mutually agreed, by and between the parties aforesaid, that they the said Officers, Seamen and Mariners, will render themselves on board the said Ship *Chas Phelps* whenever thereunto requested by the Owner, Agent, or Officers of said Ship. And they further agree to be subject to the usage and custom of the Port of *Stonington* in reference to this agreement.

In TESTIMONY OF OUR FREE ASSENT, CONSENT, AND AGREEMENT to the premises, we have hereunto set our hands, at *Stonington* the day and date affixed to our names.

DATE.	NAMES.	CAPACITY.	WITNESS.	SHARES.
Aug 1	Palmer Hall	Captain	Chas P. Williams	46 One Sixteenth
	Edwin P. Pendleton Jr.	1 st Mate	C. P. Williams	45 One Sixteenth
	John C. Nichols	2 ^d Mate	C. P. Williams	45 One Sixteenth
	John C. Nichols	3 ^d Mate	C. P. Williams	45 One Sixteenth
	John C. Nichols	Boat Steward	C. P. Williams	45 One Sixteenth
	Charles W. Austin	Boat Steward	C. P. Williams	45 One Sixteenth
Aug 29	Silvanus S. Pendleton	Boat Steward	C. P. Williams	45 One Sixteenth
	Anthony Verhoff	Cooper	C. P. Williams	45 One Sixteenth
	Edwin P. Barry	Seaman	C. P. Williams	45 One Sixteenth
	William Greenman	Carpenter	C. P. Williams	45 One Sixteenth
Sept 1	Thomas Stevin	Ordg. Seaman	C. P. Williams	45 One Sixteenth
	John Hancock	Seaman	C. P. Williams	45 One Sixteenth
	Richard H. Adams	Boy	C. P. Williams	45 One Sixteenth
	William Cook	Ordg. Seaman	C. P. Williams	45 One Sixteenth
	Albert Boardman	Ordg. Seaman	C. P. Williams	45 One Sixteenth
	Daniel Brown	Green Hand	C. P. Williams	45 One Sixteenth
	Sutton Hall	Ship Keeper	C. P. Williams	45 One Sixteenth
	Charles & Stephens	Seaman	C. P. Williams	45 One Sixteenth
Aug 23	William Payne	Green Hand	C. P. Williams	45 One Sixteenth
	William H. Shields	Green Hand	C. P. Williams	45 One Sixteenth
	Joshua A. Burns	Ordg. Seaman	C. P. Williams	45 One Sixteenth
	Dennis Sullivan	Green Hand	C. P. Williams	45 One Sixteenth
	William Lord	Green Hand	C. P. Williams	45 One Sixteenth
	John & Weaver	Cook	C. P. Williams	45 One Sixteenth
	William & H. Smith	Steward	C. P. Williams	45 One Sixteenth
	Cyrus & Harris	Green Hand	C. P. Williams	45 One Sixteenth
	Dudley M. Horton	Green Hand	C. P. Williams	45 One Sixteenth

I do hereby certify that the above & foregoing Document, books and papers is a true copy of the Original Shipping Articles of the Ship *Charles Phelps*, Palmer Hall, Master, now on file in this Office in conformity with the Act in addition to the several Acts regulating the Shipping and Discharge of Seamen and the duties of Consuls, approved July 20th 1840.

Your undersigned, Special Agent of Office, this twenty third day of August 1842

Elijah A. New

Deputy Collector

John & Rosner
Manual & Gossard
Manual & Heaven
Manual & Gossard
Joseph & Gossard

Seaman
Green Hand
Ordg. Seaman
Green Hand
Green Hand

Palmer Hall
Palmer Hall
Palmer Hall
Palmer Hall
Palmer Hall

With his 20 Days' Charges
445 One Hundred & Fifty fifths
440 One Hundred & Fifty fifths
435 One Hundred & Fifty fifths
430 One Hundred & Fifty fifths
425 One Hundred & Fifty fifths

I hereby certify that the above named persons were shipped at the Western Islands & acknowledged before me - this 15 day of April 1843

Harry & Gossard

Green Hand

Palmer Hall

440 One Hundred & Fifty fifths

the Government of Seamen, Merchants, &c.

SECTION 1. Be it enacted by the Senate and House of Representatives of the United States of America, in Congress Assembled, That from and

After the first day of December next every master or commander of any ship or vessel bound from a port in the United States to any foreign port, shall, before the departure of such ship or vessel, pay to the collector of the customs at the port of departure, the duties and burdens of fifty tons or upwards, and shall also pay to the collector of the customs at the port of destination, the duties and burdens of fifty tons or upwards, and shall be bound from a port in one state to a port in another state, shall before he proceed on such voyage, make an agreement in writing, or in print, with every seaman or mariner on board such ship or vessel, in and to the effect following, to wit: That the said seaman or mariner (or owners) declare the voyage or voyages, and the term or terms of the voyage or voyages, and the wages, to be paid to the said seaman or mariner, and which such seaman or mariner shall be shipped. And if any master or commander of such ship or vessel shall carry out any seaman or mariner on board such ship or vessel, without such agreement in writing, or in print, or if any master or commander of such ship or vessel shall carry out any seaman or mariner, without such contract or agreement being first made and signed by the said seaman or mariner, such master or commander shall pay to every such seaman or mariner, the highest price or wages which shall have been given at the time of the departure of such ship or vessel, for the service of such ship or vessel, for a similar voyage, within three months next before the time of such shipping: Provided such seaman or mariner shall perform such voyage; or if not, then for such time as he shall continue to do duty on board such ship or vessel, or for such time as he shall be employed on shore, for every such seaman or mariner, one half to the use of the person prosecuting for the same, the other half to the use of the United States; and such seaman or mariner, not having signed such contract shall not be entitled to any wages, nor subject to the penalties hereinbefore contained in this act.

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Section 3. *And be it enacted*, That if the mate, or first officer under the master, and a majority of the crew of any ship or vessel, bound on any voyage, shall be of opinion that the said ship or vessel is so far from shore the said vessel shall have the left (and) discover that the said ship or vessel is to leaky, or is otherwise unfit in her crew, body, tackle, apparel, furniture, provisions or stores, to proceed on the intended voyage, the said mate or first officer shall forthwith call a meeting of the commander shall, upon the request of the said mate, (or other officer) and such majority, forthwith proceed or stop at the nearest or most convenient port or place, and thereupon the said ship or vessel shall there apply to the judge of the district court, if he shall there reside, or if not, to some justice of the peace of the city, town or place, taking with him two or more of the said crew who shall have made such request, and shall thereupon cause to be sworn in and examined, and be required to issue his precept, directed to three persons in the neighborhood, the most skillful in maritime affairs that can be procured, requiring them to repair on board such ship or vessel, and to examine the same, and to report to the said judge or justice, whether or not they can make report to him, the said judge or justice, in writing under their hands, or the hands of two of them whether in any or in what respect the said ship or vessel is so far from being fit to proceed on the intended voyage, and what addition of men, provisions, stores, or other necessaries, or of the body, tackle, or apparel will be necessary : and upon such report, the said judge or justice shall adjudge and determine, and shall cause to be sworn in and examined, and be required to issue his precept, as is fit to proceed on the intended voyage ; and if not, whether such repair can be made, or deficiencies supplied, where the ship or vessel then lays, or whether it be necessary for the said ship or vessel to repair at some other place, and to return to the said port or place, and the master and crew shall in all things conform to the said judgment.

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vanced to him at the time of subscribing the contract for the voyage, together with such reasonable costs as shall be allowed by the said justice, and inserted in the said warrant, and the surety or sureties of such seamen or mariner, (in case he or they shall have given any) shall remain liable for such payment, nor shall any such seaman or mariner be discharged from any warranty or habeas corpus or otherwise, until such sum shall be paid by him or his or their surety or sureties, for want of which sum said by him or his or their surety or sureties, for want of any form of commitment, or other previous proceeding, shall be liable. And if such matter shall be made to appear, upon the return of such habeas corpus, and an examination, then to be had to detain him for the causes herein before assigned.

SECTION 4. And be it enacted, That if any person shall harbor or secrete any seaman or mariner belonging to any ship or vessel, knowing that he or she is a deserter, or that he or she is a convict, before he or she comes on board of any ship or vessel, where he or she may reside, shall forfeit and pay ten dollars for every day which he, she, or they shall continue so to harbor or secrete such seaman or mariner, one half to the use of the person prosecuting for the same, the other half to the United States; and no sum exceeding one dollar, shall be recovered from any such mariner, by any one person, for any debt contracted during the time such mariner shall be so harbored or secreted to any ship or vessel, until the voyage for which such seaman or mariner engaged shall be ended.

SECTION 5. As be it enacted, That if any seaman or mariner who shall have subscribed such contract as is herein before described, shall absent himself from on board the ship or vessel in which he shall so have shipped, without leave of the master or officer commanding on board; and the mate or other officer having charge of the log book, shall make an entry therein of the name of such seaman or mariner, on the day which he shall so absent himself, and if such seaman or mariner shall return to his duty within forty-eight hours, such seaman

for mariner shall forfeit three day's pay for every day which he shall be absent himself, to be deducted out of his wages: but if any seaman or mariner shall absent himself for more than forty-eight hours, then the ship or the owner of the wages due to him, and all his goods and chattels which may be on board the said ship or vessel, or in any store, where they may have been lodged at the time of his desertion, to the use of the owners of said ship or vessel, and moreover shall be liable to pay to him or them all the damages which he or they may sustain by being obliged to hire other seamen or mariners in his or their place; and such damages shall be recovered with costs, in any court, or before any justice or justices having the jurisdiction of the recovery of debts to the value of ten dollars or upwards.

Section 6. *And it be enacted*, That every seaman or mariner shall be entitled to demand and receive from the master or commander of the vessel in which he is engaged, the wages due to him for the service which shall be due to him at every port, where such ship or vessel shall unlade and deliver her cargo before the voyage be ended, unless the voyage be expressly stipulated in the contract; and as soon as the wages are due to him, he shall be entitled to demand and receive the same at every port of delivery, every seaman or mariner shall be entitled to the wages which shall be due then according to his contract, and if such wages are not paid within ten days after such discharge, or if any dispute shall arise as to the amount of wages due to him, or if he shall so advise the master, it shall be lawful for the judge of the district where said ship or vessel shall be, or in case his residence be more than three miles from the place of his discharge, for the clerk of the district, then for any judge of the district, to issue a writ or process against such ship or vessel to appear before him, to show cause why process should not issue against such ship or vessel, her tackle, furniture, and other contents, for recovery of the wages due to him, or for satisfaction of the said wages; and if the said ship or vessel, or her tackle, furniture, or other contents, shall not show that the wages are paid or otherwise satisfied, or forfeited, and if the matter in dispute shall not be forthwith settled, in such case, the said clerk or judge of the district, or any other judge of the district, that there is sufficient cause to believe, wherein to enter into an admiralty process, and thereupon the clerk of such court shall issue process against such ship or vessel, and the suit shall be proceeded on as in and to the satisfaction of the said clerk or judge of the district; and in admiralty cases in such cases, and in such suit all the seamen or mariners (having cause of complaint of the like kind against the same ship or vessel) shall be joined as complainants; and it shall be lawful for the said clerk or judge of the district, to issue a writ or log-book, if required, to ascertain any matters in dispute, otherwise the complainants shall be permitted to state the contents thereof, and the proof of the contrary shall lie on the master or commander; but notwithstanding the issue of such writ or log-book, no suit shall be commenced or maintaining any action at common law for the recovery of his wages; or for immediate process out of any court having admiralty jurisdiction, where any ship or vessel may be found, in case she shall have been discharged, or in case she shall be about to proceed to sea before the end of the ten days next after the delivery of her cargo or ballast.

shall have signed a contract to perform any voyage, shall at any time place, desert, or shall absent himself from such ship or vessel, without leave of the master, or officer commanding in the absence of the master, or without the sanction of the United States, or the United States, (upon the complaint of the master) to issue his warrant, and apprehend such deserter, and bring him before such justice, and if it shall then appear by due proof that he has signed a contract within the intent of the said act, and that he has not been lawfully discharged, or dismissed, altered, or the contract otherwise dissolved, and that such seaman or mariner has deserted the ship or vessel, or absented himself without leave, the said justice shall commit him to the house of correction, or to the common jail, until he shall have been lawfully discharged from the ship or vessel shall be ready to proceed on her voyage, or till the master shall require his discharge, and then to be delivered to the said master, and to be employed on board of the said ship or vessel, and deducting the same out of the wages due to such seaman or mariner.

SECTION 8. *And be it enacted,* That every ship or vessel belonging to a citizen or citizens of the United States, of the burthen of one hundred tons, and upwards, navigating for ten or more persons in the trade of coastwise or foreign commerce, shall be provided with a chest of medicines, put up by some apothecary of known reputation, and accompanied by directions for administration: and the said medicines shall be examined by the same apothecary, or some other apothecary, who shall certify in writing, that the fresh medicines in the place of such as shall have been used or spoiled, and in default of having such medicine chest so provided and kept fit for use, the master or commander of such ship or vessel shall provide the same, and the cost of such medicine, or attendance of physicians, or of any of the crew shall stay in payment of the said master or commander, or of the ship or vessel, until such sum or sums shall be paid, or until the ship or vessel may be arrested at any port or place where the ship or vessel may touch or trade at during the voyage, without any deduction from the wages of such tack seamen or crew.

SECTION 9. *And be it enacted*, That every ship or vessel belonging to a storeboard, bound on a voyage across the Atlantic ocean, shall, at the time of leaving the said port from whence she sails, have on board secured under deck, at least sixty gallons of water, one hundred pounds of salted provisions, and a sufficient quantity of bread, for every person on board such ship or vessel, over and besides such other provisions, stores, and live stock, as shall by the master or passengers be put on board, and in like proportion for shorter or longer voyages, as shall be agreed upon by the ship or vessel, which shall not have been so provided, shall be put on board allowance of water, flesh or bread, during the voyage, the master or owner of such ship or vessel shall pay to each one of the crew, one day's wages be the voyage be longer or shorter, for every day they shall be so put on short allowance, to be recovered in the same manner as their stipulated wages.

An Act supplementary to the Act concerning Consuls, and Vice-Consuls, and for the further protection of American Seamen. Passed February 28, 1803.

SECTION 1. Be it enacted by the Senate and House of Representatives of the United States of America in Congress Assembled, That before any vessel bound on any voyage bound on a foreign voyage, the master thereof shall deliver to the collector of the port, a list containing the names, places of birth, and residence, and a description of the persons who compose his ship's company, to which list the oath of each of the persons named therein shall be subscribed, and the names of his crew, together with the names of the persons named therein, as far as he can ascertain them; and the said collector shall deliver him a certified copy thereof, for which the collector shall be entitled to receive of the master of the vessel a fee of five dollars; and the master shall moreover enter into a bond, with sufficient security, for the payment of four hundred dollars, that he shall exhibit the aforesaid certified copy of the list to the first boarding officer at the first port in the United States to which the vessel shall come, and that he shall deliver to the said officer the persons named therein to the boarding officer, whose duty it shall be to examine the men with such list, and report the same to the collector; and it shall be the duty of the collector to

the vessel originally sailed) to transmit a copy of the list so reported to him, to the collector of the port from which said vessel originally sailed. *Provided*, That the said bond shall not be forfeited on account of the said master not producing to the first boarding officer, as aforesaid, any of the persons contained in the said list, who may be discharged in a foreign country with the consent of the consul, vice-consul, commercial agent, or vice-commercial agent there residing, signified in writing under his hand and official seal, to be produced to

the collector, with the other persons composing the crew as aforesaid: nor on account of any such person dying or absconding, or being forcibly impressed into other service, of which satisfactory proof shall be then also exhibited to the collector.

SECTION 2. *And he is enacted,* That it shall be the duty of every master or commander of any vessel or ship, whether American or foreign, which shall sail from any port in the United States, after the first day of May next, on his arrival at a foreign port, to deposit his register, sea-letter, and Mediterranean passport, with the consul or consular agent of the United States at such port; and in case of refusal or neglect of the said master or commander to deposit the said papers as aforesaid, he shall forfeit and pay five hundred dollars to the said consul or consular agent, to be paid out of the said vessel or service-commercial agent, in his own name, for the benefit of the United States, in any court of competent jurisdiction: and it shall be the duty of such consul, vice-consul, commercial agent or vice-commercial agent on receipt of the said register, sea-letter, and Mediterranean passport from the proper officer of the port, where his ship or vessel may be, to deliver to the said master or commander all of his said papers. *Provided,* That the said consul or consular agent shall not be liable for the same until such time as he shall have received the said papers from the proper officer in this Act, and those of the Act to which this Act is appended.

SECTION 3. And be it further enacted, That whenever a ship or vessel belonging to a citizen of the United States, shall be sold in a foreign country, or be taken possession of by a foreign power, or be captured by an enemy of the United States, shall with his own consent, be discharged in a foreign country, it shall be the duty of the master or commander to produce to the consular, vice-consul, commercial agent, or vice-consul, of the United States, a certificate of the said citizen, or of the master or commander, that he is the owner of the said ship or vessel, and to pay to such consular, vice-consul, commercial agent, or vice-consul, the sum of one hundred dollars, to be paid to the said consular, commercial agent, for every seaman or mariner so discharged, being designated on such list as a citizen of the United States, three month's pay, to be paid to him, or may then be due, to such mariner or seaman, two-thirds thereof to be paid to such mariner or seaman, to each seaman or mariner so discharged, upon his engagement on board of any vessel to return to the United States, and the other one-third to be retained for the purpose of creating a fund for the payment of the said sum of one hundred dollars to the said United States, who may be desirous of returning to the United States, and for the maintenance of American seamen who may be destitute, and may be on such foreign port, and the several sums retained for such fund shall be paid to the said consular, commercial agent, or vice-consul, receiving the same.

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may refuse, and if any such consul or master shall refuse the same, he shall be liable to the request or order of the consul, vice-consul, commercial agent, or vice-commercial agent, such consul or master shall forfeit and pay the same to the said consul, vice-consul, commercial agent, or vice-commercial agent, to be recovered for the benefit of the United States, in any court of competent jurisdiction. And the certificate of any such consul, or commercial agent, given under his hand and official seal shall be *prima facie* evidence of the truth of the facts or of law having jurisdiction for the recovery of the penalty aforesaid.

Section 5. And he is further enacted, That the seventh and eighth sections of the act entitled "An act concerning consuls and vice-consuls," be, and the same is hereby, amended, so that the said sections shall be authorized to reimburse the consul, vice-consul, commercial agent, or vice-commercial agent, such reasonable sums as they may be entitled to, in and for the said services, to wit: to wit, that the said sections should exceed the rate of twelve cents a day, to wit, to wit, the same

SECTION 6. And be it further enacted, That it shall and may be lawful for every consul, vice-consul, commercial agent, or vice-commercial agent of the United States, to take and receive for every certificate of discharge of any seaman or mariner in a foreign port, fifty cents; and for commission on paying and receiving the amount of wages payable to any seaman or mariner in foreign ports, two and a half per centum.

SECTION 7. And be it further enacted, That if any consul, vice-consul, commercial agent, or vice-commercial agent shall neglect and knowingly fail to certify, that property belonging to foreigners is properly consigned to citizens of the United States, he shall on conviction thereof, in any court of competent jurisdiction, forfeit and pay a fine not exceeding one thousand dollars, at the discretion of the court, and be imprisoned for any term not exceeding three years.

SECTION 8. And to it further enacted, That if any consul, vice-consul, commercial agent, or vice-commercial agent, shall grant a passport for or other paper, certifying that any alien, knowing him or her to be such, is a citizen of the United States, he shall on conviction thereof, in any court of competent jurisdiction, forfeit and pay a fine not exceeding one thousand dollars.

Section 9. And if further enacted, That all powers of attorney executed after the thirtieth day of June next, in a foreign country, for the transfer of any stock of the United States, or for the receipt of interest thereon, shall be verified by the certificate and seal of a consul, vice-consul, commercial agent, or vice-commercial agent, if any there be at the place where the same shall be executed, for which the person giving the certificate shall receive fifty cents.

An Act concerning the Navigation of the United States,
Passed March 1, 1817.

SECTION 1. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That after the thirtieth day of September next, no goods, wares, or merchandise, shall be imported into the United States, from any foreign port or place, except in vessels of the United States, or in such foreign vessels as duly and wholly belong to the citizens or subjects of that country of which the goods are the growth, production or manufacture; or from such other countries, ports, or places, where the same can only be obtained, if such goods, or merchandise can only be, or most usually are, first shipped for trade and commerce to the United States; and no regulation shall extend to the vessels of any neutral nation which have not been adopted or which shall not admit of any such extension.

SECTION 9. *And it is further enacted*, That all goods, wares, or merchandise imported into the United States contrary to the true intent and meaning of this act, and the ship or vessel wherein the same shall be imported, together with her cargo, tackle, apparel and furniture, shall be forfeited to the United States; and such goods, wares or merchandise, ship, or vessel and cargo, shall be liable to be seized, prosecuted, and condemned in like manner, and under the same regulations, restrictions and provisions, as have been heretofore established for the recovery, collection, distribution, and remission of forfeitures to the United States by the several revenue laws.

SECTION 3. *And be it further enacted*, That after the thirtieth of September next, the bounties and allowances now granted by law to the owners of boats or vessels, engaged in the fisheries, shall be paid only

on boats or vessels, the officers and at least three-fourths of the crews of which shall be proved, to the satisfaction of the collector of the district where such boat or vessel shall belong, to be citizens of the United States, or persons not the subjects of any foreign prince or state.

SECTION 4. And be it further enacted, That no goods, wares or merchandise shall be imported under penalty of forfeiture thereof, from any port of the United States to another port of the United States, in a vessel belonging wholly or in part to a subject of any foreign power; but this clause shall not be construed to prohibit the sailing of any foreign vessel from one to another port of the United States, provided no goods, wares, or merchandise, other than those imported in such vessel from some foreign port, and which shall not have been unladen, shall be carried from one port or place to another in the United States.

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age, and for other purposes." That after the thirtieth day of September next, there shall be no further annexed; That after the thirtieth day of September next, there shall be no further ship or vessel of the United States which shall be entered in the United States, from any foreign port or place, unless the officers, and at least two-thirds of the crew thereof shall be proved citizens of the United States, or persons not the subjects of any foreign prince or state, to the satisfaction of the collector, fifty cents per ton. And provided also, That this section shall not extend to ships or vessels of the United States which are now on foreign voyage, nor to any ship or vessel of the United States, until the first day of May next, until after which time to come out of the United States.

SECTION 7. *And be it further enacted*, That the several bounties and remissions or abatements of duty, allowed by this act, in the case of the vessels having a certain proportion of seamen who are American citizens, or persons not subjects of any foreign power, shall be allowed in the case of vessels having such proportion of American seamen during their whole voyage, unless in case of sickness, death or desertion, or where the whole or part of the crew shall have been taken prisoners in the voyage.

An Act regulating Passenger Ships and Vessels, Passed

SECTION 1. *It is enacted by the Senate and House of Representatives of the United States of America, in Congress assembled,* That the master or owner present on board of any ship or vessel, owned in the whole or in part by a citizen or citizens of the United States, or by a citizen or citizens of any foreign country, shall after the first day of January, next, on each board of such ship or vessel, at any foreign port or place, or shall bring such ship or vessel to any foreign port or place, or shall carry, convey, or transport, from the United States or the territories thereof, any person or persons, who are not citizens of the United States, or for every five tons of such ship or vessel, according to custom-house measure, shall be liable to pay to the collector of the port, at the place of departure of such ship or vessel, shall severally forfeit and pay to the United States, the sum of one hundred and fifty dollars for each and every passenger so taken on board of such ship or vessel, and the sum of ten dollars for each and every ton of such ship or vessel so paid, to be recovered by such in any circuit or district court of the United States, in any suit or action there instituted, and the sum so recovered may reside. *Provided nevertheless,* That nothing in this act shall be taken to prevent the master or owner of any man usually and ordinarily employed in navigating such ship or vessel.

Section 2. And be it further enacted, That if the number of passengers so taken on board of any ship or vessel, as aforesaid, or conveyed or brought into the United States, or transported therefrom, as aforesaid, shall exceed the said proportion of passengers to tonnage of such ship or vessel, by the number of twenty passengers for every one hundred tons of such ship or vessel, and such excess shall be the whole, every such ship or vessel shall be deemed to be overloaded, and to be forfeited to the United States, and shall be proceeded against and distributed in the manner which the forfeitures and penalties are recovered and distributed under the provisions of the act entitled "An Act to regulate the collection of duties on imports and tonnage."

SECTION 3. And be it further enacted, That every ship or vessel bound on a voyage from the United States to any port on the continent of Europe, at the time of sailing shall have on board such ship or vessel such sail, shall have on board such provisions as may be necessary for the crew, viz: one hundred pounds of flour, one gallon of vinegar, and one hundred pounds of wholesome ship bread for each and every passenger on board such ship or vessel, over and above the baggage of passengers, arms, and live stock, as may be put on board by such master or passengers for their own use; and if the said ship or vessel shall be employed like proportion for a longer or shorter voyage; and if the passengers on board such ship or vessel, in which the proportion of provisions herein directed shall be less than for a longer or shorter voyage, any time be put on short allowance, in water, fresh meat, or bread, during any voyage, the said master or passengers shall be liable to pay such vessel shall severally pay to each and every passenger who shall have been put on short allowance as aforesaid, the sum of three dollars for each and every day they are so put on short allowance; to be recovered in the same manner as is provided in the several Acts of Congress relating to the coastwise trade.

Section 4. *And be it further enacted*, That the captain or master of any ship or vessel arriving in the United States, or any of the territories thereof, from any foreign place whatever, at the same time that he delivers a manifest of the cargo, and, if there be no cargo, then at the time of making report or entry of the ship of arrival, shall also deliver a manifest of the passengers, in conformity with the laws of the United States, shall also deliver, and cause to be delivered, a list or manifest of the passengers taken on board the said ship or vessel, at any foreign port or place; in which list or manifest it shall be the duty of the said master to designate, particularly, the name, age, sex, and occupation of the said passen-

to the country to which they severally belong, and that of which they intend to become permanent inhabitants; and shall further set forth whether any, and what number, have died on the voyage, and what number shall be allowed to be taken by the said master, in the same manner as is directed by the existing laws of the United States, in relation to the manifest of the cargo; and that the refusal, neglect of the master aforesaid, to comply with the provisions of this section shall constitute a forfeiture of the cargo, and shall render the master liable for a refusal to return the cargo, and for the manifest of the cargo aforesaid.

Section 5. And be it further enacted, That the said cargo aforesaid shall be delivered to the customs to whom such manifest or list or passengers as aforesaid shall be delivered, shall, quarterly yearly, return copies thereof to the Secretary of State of the United States, by whom statements of the same shall be laid before Congress at each and

AND, in order that full and speedy information may be obtained as to the seizure or detention, by any foreign power, of any seaman employed on board any ship or vessel of the United States : And be it further enacted, That it shall and is hereby made the duty of the master of every ship or vessel of the United States, in case of the capture or detention, or seizure or detention, by any foreign power, at the first port at which such ship or vessel is captured or seized, or detained or detention happened on the high sea, or if the same happened within any foreign port, then at the port in which the same happened, immediately to make a full and true statement of the capture or seizure or detention, by whom made, and of the name and place of residence of the seaman so captured or seized, or detained, distinguishing also whether he was an American citizen, and if not, to what nation he belonged. And it shall be the duty of such master to transmit by post or other

[illegible]

owner of every such ship or vessel shall before he is admitted to an entry, by any collector, be required to declare on oath, whether any of the crew of the ship or vessel under his command have been impressed or detained, in the course of his voyage, and how far he has complied with the directions of this act. And every such master as shall willfully neglect or refuse to make the declarations here required, or to perform the duties enjoined by this act, shall forfeit and pay the sum of one hundred dollars. And it is hereby declared to be the duty of every such collector to prosecute, for any forfeiture that may be incurred under this act.

